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119

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The Daily Press.

HONGKONG, APRIL 30th, 1914.

ENGLISH has for long been the *lingua franca* of the Far East and the nations contained in that rather vague geographical confine are coming to pay more and more attention to its attainment. China is yet backward in this respect, but looking further East to Japan we find no Oriental country which has independently made greater efforts to spread a knowledge of the language. Even in the elementary schools some rudiments of the language are imparted, while in all the schools of a higher grade a study of English is indispensable for those who wish to pass successfully through the school course. The result is that it is now possible to find speakers of, at least, broken English in all parts of the country and occasionally even accomplished English scholars, though these last are mainly confined to University professors or members of the diplomatic service who have been abroad. At the same time, it seems to be the general opinion that in view of the many years' study that is given to the language and the importance attached to a knowledge of it, the results are poor. What percentage of the students in the schools above the grade of the elementary schools attain any practical knowledge of the tongue after their five years' study of it is difficult to estimate, but those who have had an opportunity of gauging the knowledge of the students fix it at certainly not more than ten and perhaps as low as five. The remaining ninety or ninety-five per cent. certainly acquire some knowledge of the language. They are able to read an English book aloud with a very defective pronunciation barely intelligible to an English-speaking person, but their knowledge of the meaning of what they read is very uncertain. They can also utter a few broken sentences, although they are more or less incapable of understanding questions addressed to them, this arising from their knowledge being mainly acquired through the eye and not through the ear. Should such students go into business after completing their five years' course they proceed to

forget all they have learned, as is only natural, since the only knowledge of value is that which we can turn to account in our daily pursuits, and it is perfectly possible in Japan, as in other countries, to get on in life with a knowledge of your own tongue only. The result is much the same should the student obtain admission into one of the higher institutions of learning the knowledge of English obtained at such cost enabling him to pass the entrance examination, but being little added to during his further studies, save in so far as to allow him to get through his final examination. This passed, he devotes himself to his own preferred work and proceeds to forget what is not of practical use to him. The only difference between him and the student who stopped his education earlier is that he is forced to retain in his memory for a few more years the elementary knowledge of the language he has acquired. The study of English in Japan, in fact, is somewhat on a plane with the study of Latin in England, where too often the years devoted to the language only leave a confused recollection of declensions and conjugations with but a vague knowledge of what it is all for. Professor JESPERSEN, in his interesting little book, "How to Learn a Foreign Language," mentions cases of persons who are still able to repeat long lists of Latin and Greek words, but have not the least idea for what purpose they were set to learn them. These may be extreme cases, but they are not uncommon, and exemplify not only the defective methods applied to the learning of foreign languages, but also the fact, which is still too much overlooked, that to a large number of persons the learning of a foreign language involves such labour that the game is not worth the candle. The Educational Department in Tokyo expects all students who attend institutions above the grade of elementary schools to acquire a knowledge of English, and it is disappointed that the results are so poor. Nor is it alone in its disappointment, for at a recent conference of teachers of English held in Tokyo the speakers all concurred in thinking that there was something wrong—that the students were inimical to the study of the language, or that they were hampered by the requirements of the examiners, or that the Educational Department was to blame for not defining more accurately for what purpose English was studied. Naturally the teachers could hardly blame the methods they adopted in imparting a knowledge of the language, though there was a general endeavour on the part of each to prove that his own method was the best and that its failure was only due to having to keep an eye on the requirements of the examiners in the higher institutions of learning, who have a habit of setting questions on points to which the attention of the students had not been directed. This no doubt is to some extent true. The cramming that has to be undergone in order to pass examinations is the foe of true learning, but until some better system is devised for ascertaining what the student knows it seems useless to fight against it. The real remedy is to give more scope to the individuality of the students, and after a fair trial of their abilities in various directions to allow them to pursue those studies for which they show the greatest avocation. As soon as it is recognised that there are some studies which require excessive labour for some persons to acquire any proficiency in, the sooner will the Japanese educational system produce fruits worthy of the care expended on it. More especially is this the case in regard to the study of English, the hours expended on which, to a large body of the students, being but waste of time. There is nothing derogatory to the nation in acknowledging this. There was a time—perhaps not yet entirely passed—when an accomplished linguist was regarded as necessarily a man of great intellectual powers. We are not so inclined now to think that this necessarily follows, though we have to admit that ability to acquire foreign languages may be accompanied by great intellectual powers in other directions. It has also to be remembered, however, that there have been many great linguists who have not been able to benefit mankind, while, on the other hand, there have been many minds of the very highest intellectual order which have been singularly sluggish when confronted by a foreign tongue. As long as we can point to such names as SHAKESPEARE, ROUSSEAU, SPENCER and DARWIN, to mention only four of those who were dumb in all tongues but their own, we must confess that the power to direct the thoughts of mankind into new channels and throw a great light upon the destiny of the human race is by no means confined to those who can speak five or six languages fluently and have a nodding acquaintance with a dozen more.

The North China Insurance Co., Ltd., has declared an interim dividend at the rate of twelve and a half per cent. on the paid-up capital.

A "war bulletin" which the Manila *Cablenews* says was telegraphed on Thursday last to all army posts in the Philippine Islands included the words:—"Reported about 1,000 Japanese officers mixed with Huerta's troops."

The engagement is announced between Eric George Norton, only son of Mr. and Mrs. George Grimble, of Hongkong, and Marguerite Gascoigne, youngest daughter of Mr. and Mrs. William H. Baddeley, of Whitehall, Chingford, Essex.

The steamer *Asnyra*, belonging to the Hamburg-American Line, has been sold to Japanese buyers for about £8,500. She is of 2,530 tons gross and 1,544 tons net register, and was built at Hamburg in 1889, with dimensions 321.2 ft. by 40.3 ft. by 23.4 ft.

At the beginning of April the postage on parcels sent from Great Britain by the overland route to Aden, Brunei, Dutch East Indies, Hongkong, Malay States, and Straits Settlements was reduced by 4d. Parcels may now be sent by the overland route from England to British North Borneo.

A marriage has been arranged between Robert Ronald Campbell (Craigish), of the Board of Education, eldest surviving son of the late James Duncan Campbell (Craigish), C.M.G., of the Chinese Imperial Maritime Customs, and Miss Mary Lay, eldest daughter of R. E. Mitcheson, Assistant Secretary, Board of Education, and Mrs. Mitcheson, 48, Ladbroke-square.

The oil fire at Lai-chih-kok continued to blaze throughout yesterday. Fortunately the conflagration was confined to the one tank. A force of 400 men of the Punjahi regiment transferred the naphtha stored in neighbouring premises (73,000 tons in all) to safer quarters. The Fire Brigades are to be complimented upon the success of their labours to prevent the spread of the fire.

Mr. C. T. Bowring, Deputy Commissioner Chinese Maritime Customs at Wenchow, has been granted home leave, being relieved by Mr. G. F. H. Acheson, Acting Commissioner from Santuao. Mr. H. H. Hewitt, tidewaiter Chinese Customs at Wuhu, has been transferred to Canton on promotion. Mr. M. C. Breitenfeldt, examiner Chinese Customs at Kiukiang, has been transferred to Amoy.

A terrible tragedy occurred at Paris on March 28th. A young woman named Juliette Dussonais shot dead a friend of hers named Maurice Aurioi, a member of the Governor-General of Indo-China's Secretariat Staff, and then committed suicide by shooting herself in the temple. Aurioi received three bullets in the head and one in the right lung. The young woman, aged 23, had accompanied him on his last journey to Indo-China, and when he came home to Paris recently she came with him. On the previous evening to the tragedy M. Aurioi had tried to persuade the young woman not to accompany him back to Indo-China. Mlle. Dussonais was of a jealous disposition. It is supposed that, suspecting another woman had won the affections of her lover, she resolved to kill both him and herself rather than accept this separation.

HONGKONG TENNIS
TOURNAMENT.

CHAMPIONSHIP FINAL STILL IN THE BALANCE.

On account of a falling light which was bound to prejudice both players, the singles challenge championship between the holder, H. A. Nisbet, and his challenger, S. E. Green, came to a premature termination last evening, and will be replayed this evening. A large number of spectators surrounded the courts, and play was so keen, and so surprisingly even to some, that when the weak light developed each player had won a set, and two games each in set three. Nisbet won the opening set with 6-4. He also quickly took the lead in the next set, but by means of some remarkably clever back-line play Green pulled the game around to five all, eventually going on to take the set by 7-5. When each had secured a couple of games in the next set the light failed badly, and following a consultation, the contest was abandoned, to be re-commenced this evening. As may be judged by the scoring, there was little to choose between the players. Compared with his previous shewing against Green, Nisbet played more like himself, his backhand play being his chief scoring method. Green again made good use of his backline work. A very fine contest should be witnessed this evening.

In the final for the mixed doubles handicap, Mrs. Beavis and Mr. R. Hancock (owe 1/6), defeated Mrs. Armstrong and Mr. H. Humphreys (owe 1/6), 6-2, 4-3, 6-4.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE PROBLEM OF
ULSTER.ANOTHER UNIONIST ATTACK ON
THE GOVERNMENT.NOTABLE SUGGESTION BY MR. WINSTON
CHURCHILL.

LONDON, April 29th.

In the House of Commons, Mr. Austen Chamberlain submitted his motion that the Government institute an impartial enquiry into the movements of the Forces in Ulster. He emphasised that the Government had refused all information, refused to publish the instructions given to General Sir Arthur Paget, or what Sir Arthur Paget told the officers. He proceeded to accuse the Ministers of making grossly and flagrantly inaccurate statements. They seemed as regards Naval movements to be unable to distinguish between truth and untruth. Indeed, the whole story of the Government was incredible, while the talk about the stores was a mere pretence to cover the movement of an overwhelming force with a view to coercing Ulster. He subsequently demanded, amid cheers, a full and impartial enquiry.

The First Lord of the Admiralty (Mr. Winston Churchill) said it was the most audacious vote of censure, and the most impudent demand for a judicial enquiry on record. The complainants should come to Court with clean hands, but there were Sir Edward Carson and Captain Craig fresh from gun-running exploits. Subsequent events had proved fatal to the motion. It looked like the criminal classes moving a censure on police. (Opposition cries of "You haven't arrested the criminals.") Mr. Churchill asserted that the Conservatives had been committed to tampering with the Army and Navy, and smuggling arms in the moonlight. He asked them to think how these doctrines would apply to India and Egypt.

Mr. Churchill appealed to Sir Edward Carson to say boldly, "Give me the amendments to Home Rule for which I ask to safeguard the dignity and interests of the Protestants of Ulster and I will reciprocate by using my influence to make Ireland an integral unit of a federal system." That would, he said, go far to transform the situation and to bring a fairer prospect.

The First Lord prefaced the above peroration by appealing to Sir Edward Carson, who was running the risk for strife, to run the risk for peace, adding, "I am running some little risk in what I now say." He defended the right of the Government to send troops to Ulster, to arrest the leaders, and to take other drastic measures, but it was inadvisable in the circumstances with which they had had to deal. He asked the House, even at that late period, to seek a better solution of the problem than civil war. He alluded to the anxiety that was felt by every friendly country owing to the belief that the balance of power would be presently changed. Foreign countries did not realise that external difficulties would dispel internal dissensions. If that were feasible at the higher call to patriotism, why not at the call of internal amity? He accused those who were preparing for civil war of having other purposes for wanting to subvert the regular system of Parliamentary Government. The Government would not use force until force was used against the representatives of law and order.

The debate was subsequently adjourned.

The debate was of a most dramatic nature, beginning with passionate temper and ending in a renewal of the talk of a settlement.

Sir Edward Carson should have followed Mr. Churchill but did not speak, retiring to consult his colleagues.

Great importance is attached in the Lobby to Mr. Churchill's peroration. It is considered that the suggestion, however vague, is an advance on the Government's original proposals, and indicates that the Government is feeling the way towards a federal solution of the matter.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

EXTREMISTS ALARMED.

Though the extreme Radicals are alarmed at Mr. Churchill's suggestion, which they regard as equivalent to responding to "a grave and unprecedented outrage" with an offer of a new concession, there is a disposition to wait the amplification of an offer which Mr. Asquith is expected to furnish. The Nationalists, to whose persuasions the Government's non-adoption of retaliatory measures in the matter of the gun-running is attributed, regard the position with complacency.

MAKING FOR PEACE.

Captain Craig, M.P. (U.) for the East division of County Down, interviewed on the subject of Mr. Churchill's speech, expressed the opinion that it was the most important advance in the interests of peace which had yet been made, and he confidently expects further negotiations with the leaders.

Mr. Redmond is quoted in the *Daily Mail* as having said:—"If Sir Edward Carson does what Mr. Churchill suggests I will try to effect an honourable settlement."

MORE ARMS SMUGGLING.

Telegrams received in London from Londonderry say that a steamer was noticed off the Donegal Coast. She put in at Lough Willy, and had been discharging cargo into fishing boats for the past three nights. The Nationalists at Londonderry say that the steamer carried arms from America for the Nationalists. CABINET CONSIDERS SITUATION. The Cabinet resumed consideration of the Ulster situation yesterday. It is understood that they considered reports from the Irish Secretary (Mr. A. Birrell) and General Macready from Dublin.

There was a further conference of Ministers late yesterday, held, it is understood, on receipt of reports from the military authorities at Dublin and Belfast.

RUMOURED REVOLT OF TROOPS.

Telegrams from correspondents at Belfast say it is rumoured that certain troops were ordered to proceed to the North of Ireland this week-end. They asked the conditions of service, and were prepared to mobilize, but refused to wage war against Ulster or shoot those under the flag. Consequently the orders have been cancelled.

MOVEMENT OF TROOPS.

A detachment of Inniskilling Fusiliers have been ordered to leave Omagh tomorrow and to proceed to Londonderry with two maxims.

Forty men of the Inniskilling Fusiliers are going to Magilligan camp, County Londonderry, to-morrow, and 120 will follow on Friday. One hundred men of the Bedfordshire regiment are in Omagh, and an order has been issued to-day confining them to barracks.

So far as could be ascertained this evening, no arrangements have been made for troop trains to travel from Dublin.

THE SMUGGLED RIFLES.

It is believed that practically all the rifles which have been landed are now distributed to individual volunteers.

PRESS COMMENTS.

The papers strike a much more peaceful note to-day with the denial of stories of Nationalist gun-running and of the troops in Ireland demanding conditions of service, and generally there is a friendly reception of Mr. Churchill's offer.

THE "FANNY'S" CONSIGNMENT.

BERLIN, April 29th.

The *National Zeitung* states that the *Fanny's* consignment to Ulster was 20,000 American small calibre rifles and 3,000,000 cartridges.

MR. ROOSEVELT AS EXPLORER.

RIO DE JANEIRO, April 29th.

Mr. Roosevelt's expedition has not explored Brazil, but it has discovered a tribe of unknown naked savages.

ARMY ANNUAL BILL PASSED.

LONDON, April 29th.

The House of Lords have finally passed the Army Annual Bill. There was no discussion.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GERMANY'S FOREIGN POLICY.

BERLIN, April 29th.

The Budget Committee of the Reichstag has discussed the country's foreign affairs. Herr. V. Jagow denied that the Powers of the Triple had concluded a Mediterranean agreement. Referring to Russo-German relations he said that both Governments desired to preserve their old friendly and neighbourly relations, and it was to be hoped that such would be maintained, despite the undercurrent of feeling which could not be overlooked. He denied that there were negotiations with England regarding the Cape to Cairo railway.

AUSTRALIAN TRAIN COLLISION
SEQUEL.

SYDNEY, April 29th.

The engine driver of the express train which collided with a goods train at Moss Vale on the night of the 14th March, as the result of which fourteen persons were killed, has been acquitted of the charge of manslaughter which was preferred against him.

TURKEY ORDERS ANOTHER
DREADNOUGHT.

CONSTANTINOPLE, April 29th.

The Government has ordered another Dreadnought from Messrs. Armstrongs, to be completed in twenty-one months.

MEXICAN CRISIS.

AMERICAN ADMIRAL SEIZES BRITISH
COMPANY'S PROPERTY.

VERA CRUZ, April 29th.

Admiral Fletcher, under martial law, has seized certain piers and buildings belonging to a British Company, considering that the rental asked was exorbitant.

RUMOURED MURDER OF AMERICANS.

VERA CRUZ, April 29th.

There is an unconfirmed report that six Americans have been taken to gaol and killed at Cordova, and that an American has been killed at Casamalanca.

SUPREME COURT.

Wednesday, April 29th.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H.
J. GOMPERTZ.

VICENTE SOTTO'S AFFAIRS.

Vicente Sotto, editor of the *Filipino Republic*, was adjudged bankrupt, and the Official Receiver was appointed trustee.

The Official Receiver stated that a meeting of creditors was held on April 23rd at which the only creditor attended and agreed to the adjudication and his appointment as trustee.

A LEGAL DIFFICULTY.

In the case of Lee Chan, Mr. Grist (of Messrs. Wilkinson & Grist) applied for the rescission of a receiving order made against debtor, on the grounds that his client did not concur, and was not a partner in the firm. He understood that before this particular application was considered the Official Receiver wished his Lordship to consider whether it was competent for one person in a firm to apply for a receiving order to be made in respect of that firm. The section of the Ordinance read that "any two persons, being partners, may take proceedings or be proceeded against in the name of the firm." There could be no doubt that there was no authority given for one or even more persons in a firm to petition the Court in the name of the firm for adjudication in respect of the other partners. The section clearly contemplated that all the partners must join in the petition. The question arose whether on the face of it the petition was not bad. His recollection was that the Court had always been petitioned by all the members of a firm, and if the petition had not been signed by all the members, it had been signed by some for and on behalf of the others under their authority to carry on the business.

His Lordship observed that the position was an extraordinary one. Somebody who was a partner said he did not concur. Mr. Grist said he had present another partner who also did not concur, but his name had been placed on the affidavit as agreeing to the petition.

The Official Receiver thought there was no doubt this man never did concur. His Lordship remarked that if he could decide the case on the facts there was no need for him to go into academic points of law.

The case was adjourned for the attendance of Mr. Gardiner's client.

Orders in bankruptcy were made against Lo Yuet Sun; Wong Sik Kee; Ming Tak; Tsin Yam Kee; and Kwong Man Cheung. In the last mentioned case Mr. E. A. M. Williams was appointed trustee; the Official Receiver will act in the others.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

THE OPERATIONS AGAINST "WHITE WOLF."

PEKING, April 28th.

Lu Chien-chang's advance guard has arrived at the Tung Kuan Pass, Lu Chien-chang remaining at Kai Feng Fu meanwhile, in order to confer with the Honan Tutuh on military matters.

The Szechuan troops under General Chang Fang, have reached Weinan in Shensi.

NOMINATED AS MINISTER TO LONDON.

PEKING, April 28th.

Liang Tung-jen will eventually go as Minister to London.

EUROPEAN SERVICE.

GERMAN CONSUL FOR YUNNANFU.

BERLIN, April 28th.

The supplementary estimates presented to the German Reichstag provide for a "Consul de carrière" at Yunnanfu.

GERMAN FOREIGN POLICY.

BERLIN, April 28th.

The Budget Committee of the Reichstag has had a debate on Germany's foreign policy, during which the Foreign Secretary, Herr v. Jagow, emphasized, amid assent from the members, the cordiality which obtains within the Triple Alliance and the maintenance of the old and friendly relations of the Russian and German Governments, notwithstanding any undercurrent. He also made confidential reference on the negotiations (not yet concluded) regarding international interests in Asiatic Turkey and said Germany would accept the agreement regarding prize-courts and the declaration of maritime law. Germany, he concluded, viewed the third Hague Conference with sympathy.

THE MEXICAN SITUATION.

HUERTA AND MEDIATION.

BERLIN, April 28th.

President Huerta has accepted the mediation of the South American States, which was recommended by the Powers.

Ninety Germans have left Mexico, although no acts of violence have as yet been committed against Germans. These Germans who reside on the frontier districts of the North have found security at El Paso.

German refugees arrived at Galveston have thanked H.M. the Kaiser for the assistance rendered by the cruiser *Dresden*, in saving the refugees from the mob. American papers are honestly pleased with the conduct of Captain Koehler, commandant of the *Dresden*.

The Berlin Press comments very favourably on the offer of mediation on the part of the South American Republics. This is considered to be a step of far-reaching importance, even if it should not bring success.

FALSE VERSION OF A LETTER BY THE KAISER.

BERLIN, April 28th.

An animated debate took place in the Prussian Lower House, on the falsification of the Kaiser's letter. The trustee of Cardinal Kopp's will, Herr Porsch, has declared the Government's statements to be correct and affirms that the circulated versions of the letter are in fact falsifications.

THE EMPEROR OF AUSTRIA.

BERLIN, April 28th.

The health of H. M. the Emperor Franz Josef has made further improvement.

NEW PRESIDENT OF ITALIAN SENATE.

BERLIN, April 28th.

The Italian Ambassador to Paris, Sig. Tittoni, has given up his post and becomes President of the Senate at Rome.

RUSSIAN NEWSPAPER TO STOP PUBLICATION.

BERLIN, April 28th.

The official *Rossija* is going to cease publication on May 1st, as its tendencies have not been identical with those of the Government in many instances.

THE "TAI ON" PIRACY.

FURTHER DETAILS.

HEROES MEET IN "DAILY PRESS" OFFICE.

The Harbourmaster (Commander Basil Taylor, R.N.), who went out in the Government launch *Stanley* to the wreck of the str. *Tai On*, arrived on the scene at about 2.30 p.m. on Tuesday, the two torpedo boats—upon one of which was the Captain-Superintendent of Police, Hon. Mr. McI. Messer, who was accompanied by armed guards of Marines and Police—having arrived somewhat earlier. The *Stanley* was delayed on the way through picking up a corpse which was sighted. The body of a woman who had apparently been thrown into the sea.

The vessel was lying almost submerged quite close to a mudbank. A couple of ordinary-sized steam launches, sent out by the owners of the vessel, had cut her cable, and were endeavouring to tow her, but found their task one of great difficulty. The *Stanley* then attempted to pull her along. The ebb tide caused considerable inconvenience, and it was only with great difficulty that the vessel managed to tow the *Tai On* down the channel. A long line of fishing stakes stretched across the course, and the *Stanley* had to make a detour to pass them. However, the launch managed to bring her burden as far as San Chau, an island some distance above Lantau. Here what remained of the *Tai On* was anchored and left for the night, Commander Taylor finding it next to impossible to proceed with the wreck any further.

THE HARBOURMASTER INTERVIEWED.

The Harbourmaster, interviewed by a representative of the *Daily Press* yesterday, said that they found the greatest difficulty in towing the hull of the ill-starred steamer. "Her helm was hard to starboard," he said, "and the *Stanley*, when her helm was hard to port, was not always able to counter-act her. Then we met the full force of the flood tide when coming towards Hongkong, and could not make headway at all."

Questioned as to the condition of the hull, Commander Taylor said that it was terribly burnt.

"There were the remains of what must have been about 20 people on board," said Commander Taylor, "but it is impossible to say with any degree of certainty how many people the remains represented. They were merely bones, with the exception of one ghastly mass of flesh lying in a heap. This appeared to be the bodies of three or four persons."

"I only saw one skull aboard," he went on, "so the fire must have been extraordinarily fierce, and the heat tremendous."

Commander Taylor further mentioned that the owners had sent out two launches to bring the *Tai On* into port, but he was of opinion that they would find the task too difficult. "From what I have seen and know, they will have to get a powerful tug to get the hull in," he added.

HEROES OF THE PIRACY MEET IN "DAILY PRESS" OFFICE.

The Chief Engineer of the *Tai On* (Mr. McCartney) and the brave Portuguese guard, Dias, met in the *Daily Press* office yesterday for the first time since their hair-breadth escape from death in the occurrences of Monday night, and hands were clasped in a hearty shake.

The narrative of the Portuguese guard is a thrilling one. He was on duty on the starboard side of the bridge when he heard the Chief Officer, Mr. Evans, suddenly shout. Turning round sharply to see what had caused this, the guard saw a Chinese chambering up on deck and firing a pistol indiscriminately. Dias's revolver was in his pocket, and within a trice he had drawn it and, as he said, "drilled a hole through the man." The pirate dropped in his tracks, and his weapon fell on to the deck from his nerveless fingers. In order to prevent others from coming up from below, Dias fired a few other shots, afterwards joining the Captain (of whose conspicuous courage and determination he speaks in the warmest terms) and his fellow-watchman, Silva, and the Chief Officer and Chief Engineer on the bridge.

"I had a revolver in each hand," he told our representative, "and I used them both." The Captain and Silva shot down a number between them, and I myself shot somewhere about 12 of them. The pirates took refuge in the saloon, but the Captain thought it inadvisable to go down there, considering it better to stay on the bridge. We could then shoot any pirates who attempted to come up."

"Then fire broke out below, and there was a great commotion on the lower deck. Silva and myself immediately went to

lower one of the boats, but as we were getting it out of its berth, an enormous tongue of flame shot up from almost underneath us, and Silva was nearly enveloped in it. I shouted to him to let the rope go, and this he did. The fire spread so quickly that we couldn't get at any of the boats."

"Silva was the first of the Europeans to jump overboard and I soon followed him. The water gradually became very hot round the burning steamer, and the cries of women and children all round us added further to our unhappy plight. After Silva jumped into the water he disappeared from my sight, and I haven't seen him since."

There was a note of genuine regret and sorrow in his voice as he said this, the two guards having been great friends.

"I was in the water for about six hours, as far as I can make out," Dias said. "I could not find anything to sustain me and keep me up, and I am not a very good swimmer." He said that the scene as depicted by the glare of the fire was beyond description; terror-stricken faces, upon which the light of the flames shone with weird and ghastly effect, were to be seen struggling just above the surface of the water, crying piteously "Save life!" Dias was ultimately picked up by a boat sent out from the *Shun Lee*.

Dias is an old campaigner, and has seen active service, possessing three war medals for engagements in Africa. He is a crack revolver shot, and it is said that practically every one of his shots must have been attended with fatal results to the recipient. He was formerly gardener to Mr. F. P. de V. Soares, of the P. & O. Company's Hongkong office. As a result of the affair, he has been rendered destitute, all his property being destroyed. Even the clothing he was wearing was given him by Captain Somerville, of the *Shun Lee*.

All the officers, in fact, have lost all they possessed. The Captain's effects had been insured for £100 until last month when, he unfortunately allowed the policy to lapse. Captain Wetherell had a stamp collection on board which he valued at about £200, and this was lost with the ship.

Our report yesterday represented that the *Tai On* had only two Portuguese guards on her eventful voyage instead of four as usual. This was not correct. There were four Portuguese guards on the upper deck, two being on watch and two in their room below. There was also a Portuguese guard on the comrade's staff on the deck below.

ANOTHER PIRACY.

A report was current in the Colony yesterday to the effect that the steamer *American*, running between Macao and Kwongchauwan, had been again attacked by pirates.

Our representative called at the offices of the agents, the Wo Yick Company, yesterday afternoon, and was told by the comrade that the report was untrue. He was informed, however, that a junk containing cargo just transhipped from the *American*, had been attacked by pirates, who got away with their booty. The piracy occurred some ten days ago, and the news had just been brought to the Colony by the comrade of the *Cheong Wa*, sister-ship to the *American*.

The latter ship is now under the command of Captain A. S. Balisotti, a Frenchman, who was at one time Harbourmaster of Kwongchauwan, and she flies the French flag.

"There are only three steamers running to Kwongchauwan," said the comrade, "and each of them was pirated last year." The cargo on the pirated junk was various, and of no very great value, he said.

CHINA OR ROME?

RIVAL FASHIONS IN THE NEW SPRINGTIME MODES.

The two popular influences in dress for the spring and early summer are the silks of Chinese design and taffetas striped in Roman colourings, remarks a London paper. The two rivals are equally distributed at the moment, the one being used in the evening and the other in the day time.

A Chinese gown, shown in a West End show-room, is carried out in shades of blue, red, and yellow, the Chinese drapery effect being reinforced by embroideries in Oriental colourings. Another Chinese robe for the evening, draped in graceful effect in Oriental blue and red, which produces a soft sunset effect. Chinese beads are festooned prettily about the bodice. Chinese embroidery in gold and shades of blue adorns a beautiful robe in shot-blue and gold cloth.

REMARKABLE PRICE FOR CHINESE PORCELAIN.

The following New York telegram appears in a San Francisco paper:—Exceeding \$1,250,000 in his expenditures on art this season, P. A. B. Widener of Philadelphia has acquired twenty-five superb pieces of Chinese porcelain for \$500,000. They are from the collections of Richard B. B. Widener and George B. Davies of London. The most important of the twenty-five pieces just acquired by Widener is an apple-green beaker formed vase, for which he paid \$100,000. It is twenty-nine inches high. On one side is the dragon in splendid yellow, watching the sacred pearl, and on the other it is portrayed in aubergine.

THE PREVENTION OF PIRACY.

THE POSSIBILITIES OF WIRELESS TELEGRAPHY.

[CONTRIBUTED.]

Another piracy has occurred on the West River. To the writer of this article the details of this and previous piracies are of secondary importance. What really matters is that it is still possible for such a thing to happen at all and for the miscreants to escape. Indeed, such is the attitude of the authorities, both Chinese and foreign, that they might well post notices along the river banks and console reading something after this form:—

"PIRACY MADE EASY AND ESCAPE EASIER." The only precautions which are taken at present to deal with this sad state of affairs, is the desultory patrolling of the West River by a few torpedo-boats and one or two river gunboats whose highest speed is about ten knots. This is well-known to the river pirates, who generally board the steamers as passengers, wait until they have passed the patrols and then in comparative safety they set about their work of looting and, if necessary, of killing. The success with which they meet is the severest condemnation which could be brought upon the present system of safeguarding life and commerce, and there is always the danger of others seeking to emulate the successes of those who are professional pirates, until eventually we shall have as much trouble with this type of cut-throat as "White Wolf" and his followers are giving in other parts of this rather dull gem of the East.

Yet we have at hand the means to rid the whole coastline of this pest in a very short time, if only the Governments concerned would co-operate in compelling the various steamship companies to spend a little money in properly equipping their vessels to meet such emergencies. The remedy I suggest is not the arming of either the vessels or their crews, but the use of a much more potent agent—wireless telegraphy.

The fitting of the vessels need not be either expensive or cumbersome and with a little organization in working, our piratical friends would find themselves completely checkmated, whether they made their attack from within or without. The equipment I suggest might be constructed somewhat on the following plan:—A bullet-proof house could be built somewhere on the superstructure, close to the bridge for preference. This house should contain the complete installation and sleeping accommodation for the operator. The overhead wire would of course be connected through the roof.

It is hardly necessary to go into the details of the installation, but I would suggest that the power be supplied either from a small gas-engine working an alternator at about 50 volts and thence through a transformer, or as an alternative, a battery of thirty 2-volt accumulators in series, working an induction coil.

By the adoption of either of these methods the telegraph office would be entirely self-contained and immune from distant attack, such as disabling the vessel's dynamo.

So much for the equipment of the ships. The next point to be considered is that of stations which could despatch assistance immediately they received a report of either a suspicious circumstance or an attack. In this connection it is interesting to note that none of the torpedo-boats who patrol the West River are fitted with wireless telegraph apparatus, and so far as the writer of this article knows, only one of the river gunboats. For the sake of speedily exterminating pirates they should all be fitted. At Canton there is a Chinese Government Station, which should be brought into requisition. Another should be built further up the river. Arrangements should also be made at Hongkong and Macao, and the organisation would be complete.

The working of the system would be comparatively simple. In the event of a captain having his suspicions raised he would at once endeavour to get into communication with one of the patrol vessels or a shore station, reporting the circumstances and his position. In the event of an attack an urgent signal would be made similar to the famous S.O.S. distress call. Either signal would be at once despatched with the utmost dispatch and piracy would no longer be the fine paying fun that it is at present for the pirates.

However, I do not believe that it would often be necessary to make signals, for there are few greater cowards than these poor wretches who comprise the majority of piratical bands, and the mere fact of knowing that the vessels who trade on the coast-line and river are no longer the helpless detached units that they have been in the past would deter the vast majority of them from taking the risk of capture.

A. ROMAN.

CORRESPONDENCE.

PRECAUTIONS AGAINST PIRACY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, April 29th, 1914.

DEAR SIR,—With reference to your leading article in to-day's issue regarding possible and effective precautions to cool the ardour of pirates, particularly of those who have received a bad shock in the last attempt and may look for retaliation, possibly the following suggestions may be worthy of consideration:—

(1.)—Buggage and parcels of any size and description belonging to Chinese passengers to be locked in a store room on the ship and returned at destination in exchange for numbered slip.

(2.)—Male and female Chinese passengers to be thoroughly searched by men and women on boarding the vessel.

(3.)—Boats to be thoroughly searched after arrival at each port and disembarking of passengers.

(4.)—A fine of \$1,000 to be imposed on any person found carrying a fire arm on board, with option of 3 years' imprisonment.

(5.)—A reward of, say, \$3,000 or more to the party giving information beforehand that an attempt will be made on any vessel. The reward to be paid after verifying the truth of information by searching immediately after leaving port.

(6.)—Penalty to be paid by pirates; that they be blown to pieces at the mouth of a field piece.

The above points have been well thought out and will not cause much work to the police nor expense, and Hongkong would probably have no further cause to regret such loss and attempts as the recent one.

TRAVELLER.

THE GALLANTRY OF THE "TAI ON'S" GUARD.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, April 29th, 1914.

SIR,—For deeds of heroism the tragic narrative, so completely related in the local Press, of the piratical outrage on the str. *Tai On* will hold its own against any in the thrilling annals of the sea. British captain and British officers maintained the glorious traditions of the mercantile marine. While extremely modest in relating the parts they played in the terrible ordeal of Monday night, they were full of praise for those who undimly stuck to their posts and obeyed the commands of their superiors to stand and do their duty in the face of certain death.

Your graphic report relates that "when a reference was made (in conversation with Captain Wetherell) to the services of the Portuguese guard, he praised them highly and said it is to them that the European officers largely owe the preservation of their lives."

It was feared yesterday that watchmen Dias and Silva were among the missing. Fortunately for Dias, he was rescued and is now in Hongkong, but the worst is feared for Silva's fate, whose distraught wife, mother and relatives are anxiously awaiting news of the young fellow.

It will be remembered that the coxswain and crew of the steam launch *Tak Kee* were given a public demonstration, presented with medals, and received Government recognition at an official ceremony at the Tung Wa after their splendid rescue of the passengers and crew from the wreck of the str. *Pouan* off Mawan about eight years ago.

It is scarcely a year since Miss Dunk was the recipient of a travelling clock and a letter of thanks from the Colonial Government for the part she played in exposing the pirates on the same ill-fated str. *Tai On*.

To-day Dias's record for gallantry is as brilliant as any. It is just possible that his case, because of his humble position, may be lost to public attention. For this reason, I enclose upon the courtesy of the Press, with an expression of hope that the brave fellow (whose belongings have all been consumed in the terrible holocaust on the sea) might receive the meed of recognition that is his due.

I may state, lest my intentions be misconstrued, that Dias is not personally known to me. I have, therefore, no axe to grind. I am impelled to advocate recognition in his case from the precedents that have been established and on the principle that *palmam qui meruit ferat*.—Yours faithfully,

J. P. BRAGA.

HOME TURF.

THE 2,000 GUINEAS.

Following is the list of probable starters for the 2,000 Guineas which was run yesterday:—

Sunny Lake (H. Jones).
Coreya (O'Neill).
Keenymore (Stern).
Hapsburg (Rickaby).
By George (Hunter).
Evansdale (W. Huxley).
Black Jester (Randall).
Sir Eager (Clark).
Carrick Fergus (Fox).
Courageous (F. Bullock).
My Prince (William Griggs).
Saint Cyr (Walter Griggs).
Trois Temps (Whalley).
Sergio (Piper).
Land of Song (Donoghue).
Anglesey (Saxby).
Cincinnatus (Wheatley).
St. Guthlac (B. Stokes).
There is as yet no jockey for Parkington.

INTIMATIONS.

BOY HAD RINGWORM VERY BAD ON HEAD.

Head Quite Bald. Thick Layers of Scurf Kept Rising. Cuticura Soap and Ointment Rid Him of Trouble. Head Beautifully Clean.

18, Woodside Rd., Tonbridge, Kent, Eng.

"A little over two years ago my little boy, now 9½ years, had ringworm appear very bad on his head, chiefly on the top. His little head was quite bald and thick layers of scurf kept rising. I tried some ointment but that did little or no good and I also tried several other ointments and other things that were recommended to me but all in vain. I began to feel quite discouraged until I saw about the box of Cuticura Soap and Ointment and made up my mind to try them. To my surprise I could see a great improvement in only trying the sample of Cuticura Soap and Ointment and I therefore got one box of Ointment and the same of Soap, but before I had finished using them his head was beautifully clean and even the hair began to grow thick. There is no scurf or anything now. Cuticura Soap and Ointment rid him of the trouble."

"My other boy, age 7, had a nasty breakout all around his mouth. I put a little Cuticura Ointment on two nights in succession and that quite cured his mouth."

(Signed) Mrs. M. Trench, June 2, 1912.

Cuticura Soap and Ointment are sold throughout the world. A sample of each with 32-p. 84in. Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; Leman, Ltd., Cape Town; Potter D. & Co. Corp., Boston, U.S.A. *Tender-faced men should shave with Cuticura Soap shaving stick. Sample free.

[96-4]

CHS. J. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

[94]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

JUNORA

("THE WINE OF HEALTH")

APPETISER

TONIC

STIMULANT

Taken before meals, it promotes appetite, as a Tonic for convalescents and neurasthenics it is unrivalled.

[12]

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS, only, special business matter THE MANAGER.

Advertisements and Subscriptions should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "Press."
Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

TO LET.

N.O. 3, "ORMSBY TERRACE," Granville Road, Kowloon.
Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 30th April, 1914. [620]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
FOR SHANGHAI TSINGTAU, KOBE AND YOKOHAMA.

THE I.G.M. Steamship
"LUETZOW."
Captain E. Tector, will leave for the above places TO-DAY, the 30th inst., at 5 p.m.
For further particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 30th April, 1914. [3]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st MAY, 1914, the Price of Current will be Reduced to the following—
Electric Light and Fan... \$0.24 per unit.
Power, Lifts, Heating and Cooking... \$0.071
Power to Restricted Hour Consumers... \$0.05
Discounts will remain as before.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd April, 1914. [605]

NOTICE

NEITHER the Captain, Owners or Agents will be Responsible for any Debts Contracted by the Officers and/or Crew of the American Bark "JAMES TUFF" during her stay in this port.
Hongkong, 9th April, 1914. [531]

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBBERG & Co.,
General Agents.

WE HAVE This Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TUFF" has arrived with a well assorted Cargo of about 14 Million sup. ft. of—

ORIGIN PINE.

Planks, Timber, Floorings and Spars.
Prices will be quoted on application.
All Correspondence please address to—
THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.
Letter Box No. 420. Telephone No. 1710.
Hongkong, 14th April, 1914. [550]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house, by the sea. Recreations—Sea bathing, boating, cricket, football, etc.
For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
[343]

TO THE MEDICAL PROFESSION.

MISS MORIHA, CERTIFICATED MASSEUSE (with diploma in Psychology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1398]

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENT OF

FRESH SIBERIAN SALMON

SMOKED

FILLETS.

HADDOKS.

KIPPERS.

PUBLIC COMPANIES

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY-FIVE per Cent. being FIFTEEN DOLLARS per Share, on the Paid-up Capital of the above Association has been Declared Payable, in Ticks at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA or the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, on and after 18th April, 1914.

By Order of the Board of Directors,
(Signed) W. S. JACKSON,
Secretary.
Shanghai, 25th April, 1914. [625]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, on THURSDAY, the 14th May, 1914, at 11.30 A.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd April, 1914. [611]

TO LET

TO LET.

HOUSE, in OBSERVATORY VILLAS, Kowloon.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road.
Hongkong, 17th March, 1914. [424]

TO LET.

FROM 1st May, 1914.
N.O. 104A, THE PEAK, FURNISHED.
Apply to—
S. J. DAVID & Co.,
Princes Buildings,
Hongkong, 7th February, 1914. [264]

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by the South China Morning Post, Limited.
Can be divided up to suit Tenants' requirements.
Possession, 1st May, 1914.

"WILD DELL" FLATS, Wanchai Road, No. 4, Moscop Junction.
"THE NEUK," Five-Roomed Bungalow, No. 84, Garden and Tennis.
"HOMESTEAD," No. 45, PEAK. Immediate possession.

Apply to—
SANG KEE,
Care of COMPTON DEPARTMENT
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 28th March, 1914. [477]

TO LET.

SHOP, No. 12, Queen's Road Central.
2, FAIRVIEW, Nathan Road, Kowloon.
Apply to—
STEPHENS & WILLSON
Hongkong, 11th December, 1913. [57]

TO LET.

OFFICES in Hotel Mansions, from 1st May next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 10th April, 1914. [542]

TO LET

N.O. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

To Let till 31st October, 1914, No. 64, THE PEAK, SEVEN ROOMS and Drying Room, furnished, including Electric Fans and Telephone.

No. 12, BRACONFIELD ARCADE, Shop.
No. 5, MOUNTAIN VIEW, Newly painted and unfurnished. From 1st April, 1914.
No. 7, MOUNTAIN VIEW.
No. 7, STEWART TERRACE, PEAK.
No. 19, SHELLY STREET.
No. 8, CAMERON VILLAS, No. 58, PEAK, To Let, Furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon, Unfurnished.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 16th April, 1914. [55]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon, Kowloon Marine Lot No. 48, 4th Warehouse.

WINDSOR LODGE, Kimberley Road, Kowloon, 3 ROOMS and Tennis Court.
No. 3, MINDEN VILLAS, from 1st April, FLATS in Nathan Road and Humphreys Buildings, from 1st May.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 4th March, 1914. [287]

INTIMATIONS

LANE, CRAWFORD & Co.

JUST UNPACKED:

FOLDING FURNITURE. CAMP BEDS

EACH \$8.00 EACH.

WITH MOSQUITO CURTAIN AND FRAME

COMPLETE \$14.00 COMPLETE.

FOLDING CAMP TABLES

EACH \$8.50 EACH.

FOLDING PORCH CHAIRS

WITH ARMS, DUCK SEATS AND BACKS.

EACH \$7.50 EACH.

HAMMOCKS WITH VALANCE AND

PILLOW

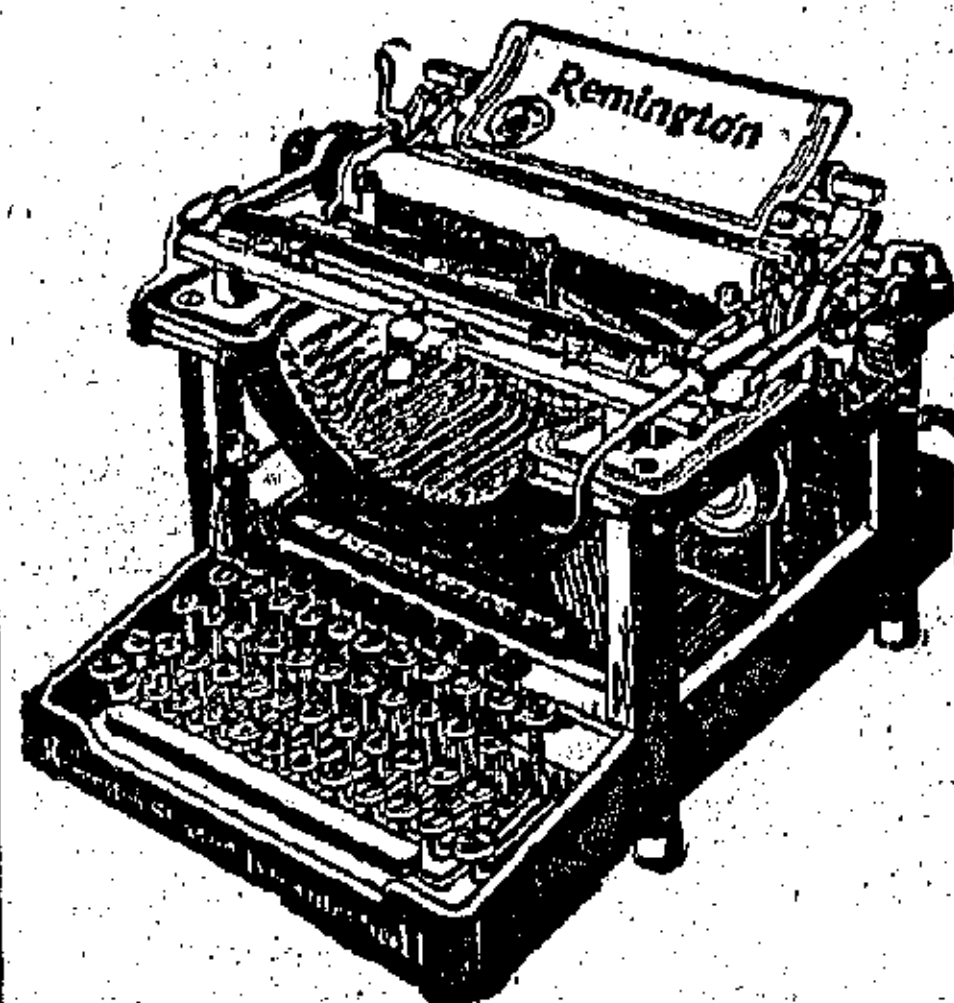
EACH \$9.50 EACH.

FOLDING DECK CHAIRS

IN STRIPED CANVAS.

EACH \$3.50 EACH.

LANE, CRAWFORD & CO.



SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa

TO LET

TO LET.

OFFICES in King's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 1st April, 1914. [56]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 20th March, 1914. [442]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .556, at 16, and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [53]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET, (2nd St. West of Central Market).
Telephone No. 515. [45]

ON SALE.

12 MONTH VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1913. With INDEX. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 6th March, 1914.

THE NAME

STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.
From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST AND ALWAYS.
Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY

(Incorporated).
SIEMSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa [54]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:
POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 20th March, 1914. [503]

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... " 7,499,250
Reserve Funds ... " 3,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Kinkiang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Taichu, Canton, Moji, Tainan, Dairen, Nagasaki, Takow, Foochow, Newchwang, Tamsui, Keelung, Osaka, Yokohama, San Francisco, Etc.

HONGKONG OFFICE.

3, DES VAUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABBS,
Chief Manager.
Hongkong, 18th February, 1914. [1272]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABBS,
Chief Manager.
Hongkong, 1st July, 1911. [16]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 31st March, 1914. [1494]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 86, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000 equal £1,490,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [184]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 50,000,000 (£2,500,000)

Paid-up Capital ... Fl. 17,407,000 (£8,703,500)

Reserve Fund ... Fl. 5,518,000 (£2,759,000)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA

LONDON BANKERS:

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 6, Des Vaux Road Central.
Hongkong, 3rd October, 1913 [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... " 1,125,000
Paid-up ... " 852,500
Reserve Fund ... " 465,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [788]

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling \$1,500,000 at 2 1/2—\$15,000,000

Silver ... \$17,500,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. D. LANDALE—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. Dodwell, Esq., F. Lieb, Esq., G. T. M. Ekins, Esq., J. A. Plummer, Esq., C. S. Gubbay, Esq., Hon. Mr. E. Shelin, P. H. Holyoak, Esq., H. A. Siebs, Esq., C. Landgraf, Esq.

CHIEF MANAGER: Hongkong—N. J. STABBS.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per Annum

For 6 months, 3 per cent. per Annum

For 12 months, 4 per cent. per Annum

N. J. STABBS,
Chief Manager.
Hongkong, 23rd April, 1914. [16]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ERINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, where delivery may be obtained.

Optional Cargo will be forwarded on unless instructed to be received from the Consignees before Noon, To-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May at 9.30 A.M.

All Claims must reach us before the 10th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOCHERS & Co., General Agents.

Hongkong, 27th April, 1914. [3]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 27th April, 191

100

ON THE WAY TO MACAO.

EXCITING EXPERIENCE OF EXCURSIONISTS.

SEQUEL AT THE MARINE COURT.

There was an interesting hearing at the Marine Court yesterday, in which two well-known local skippers were involved. Richard Alexander Birss, master of the s.s. *Tai Shan* charged James Wilcox, master of the steamer *Tai Lee*, with that on the 29th March, between Cheung Chau and Patung Island the s.s. *Tai Lee* failed to observe Article 20 of the International Collision Regulations. Captain Wilcox took out a cross-charge against Captain Birss, charging him with incompetency and misconduct.

The Court was composed of Comm. Basil Taylor, R.N. (President); Lieut. T. D. Sharp, H.M.S. *Tamar*; Lieut. W. H. Hopper, R.N.R., of the s.s. *Empress of Japan*; Mr. A. E. W. Hodgins, master of the s.s. *Haiyang*, and Mr. P. H. Rolfe, master of the s.s. *Yuenang*.

Mr. Dixon (of Messrs. Wilkinson & Grist) appeared for Mr. Wilcox, and Mr. D. V. Stevenson (of Messrs. Deacon, Looker, Deacon & Harrison) represented the master of the *Tai Shan*.

At the outset Mr. Stevenson said that before the case was entered into he would really like to know what his client was charged with. There was a charge of incompetency and misconduct, but such a charge should be detailed.

The President said the charge was what had been stated, and all they wanted to do was to get at what really happened.

Mr. Stevenson—But I should like to know the charges; they are not detailed.

The President—I know nothing at all about the offences; perhaps you had better put your client in the box first.

Mr. Birss was then called and said that on the morning of the 29th March he left his wharf at 8.37 a.m. After getting clear of the wharf he proceeded down the southern fairway bound for Macao, and following the s.s. *Paul Benn*. At 9.11 a.m. he passed Green Island and set off towards Adamastor Rock, which he passed at 9.40 a.m. A few minutes afterwards he heard shouts from the passengers below, and, looking behind, he saw the *Tai Lee* coming up on his starboard side. Witness told the quartermaster to keep the course, and from the side of the bridge he kept a careful watch on the *Tai Lee*. It was obvious that the *Tai Lee* was endeavouring, in overtaking his boat, to pass on the starboard side at a distance of 100 feet. When the bow of the *Tai Lee* was level with witness' grilles, the distance between the two boats had been reduced to about 30 feet. The *Tai Lee* then sheered off to starboard, the port quarter almost touching witness' boat. It then passed ahead of the *Tai Shan*.

Answering the President witness said the boat did not actually cross his bows, and he did not have to alter his course.

In what way do you hold the *Tai Lee* was wrong?—In overtaking my boat she put me in a dangerous position by coming too close.

Witness added that at the time it was a flood tide, and he maintained his speed. By Mr. Dixon—The *Tai Lee* was a faster boat than the *Tai Shan*, and the distance between Lantau Island and Cheung Chau was over a mile.

Then there is room for half-a-dozen vessels to pass in this channel?—I should not like to risk it.

Witness added that it was not a fact that he altered his course.

But the master of the *Tai Lee* says that you altered your course to starboard, and that it was in consequence of that that he also altered his course to starboard. That is his complaint.

Witness—I do not know what his complaint is, I know what I am complaining of. He came far too close to my ship, he came within four or five feet as he sheered away to starboard.

But if the master of the *Tai Lee* wished he could have made a clear pass?—There was plenty of room to pass on the starboard side.

You and Capt. Wilcox have had a little dispute before, have you not?—Yes.

That was when you were on the *Sui An* and he was on the *On Lee*?

Mr. Stevenson objected to this, and the President upheld the objection, asking Mr. Dixon to confine his attention to what actually happened on the 29th March.

Mr. Dixon remarked that this would really show the whole motive. There was jealousy between the two and this had been caused by a question of overtaking. However, he would not press that point.

Replying further to Mr. Dixon the witness said that he heard no whistles or blasts from the *Tai Lee*.

Mr. H. A. Siebs, who was a passenger on the *Tai Shan* on the 29th March, said he saw the *Tai Lee* coming up behind, and it was obvious that she wanted to overtake the *Tai Lee*. The *Tai Lee* kept getting closer and closer, and then, when her bows

were abreast of the *Tai Shan* smoking room she sheered off again, as a result of which the sterns of the boats nearly touched, coming within four feet of each other.

Replying to the President witness expressed the opinion that the *Tai Shan* did not alter her course. "He did not hear any signals from the *Tai Lee*. It was the *Tai Lee*, which sheered to starboard when she sheered away from the *Tai Shan*."

Mr. Wilcox said he was master of the *Tai Lee* on the 29th March, taking charge of her on the first excursion. He left his wharf shortly after 9 a.m. He did not know the speed of the *Tai Lee*, which had been built as a 14 knot boat, but had done 14½ knots on the measured mile. Soon after leaving he was third to the *Paul Benn* and the *Tai Shan*. He subsequently found himself close to the *Tai Shan* and seeing that the channel was over a mile wide he thought he could pass with ease, so he decided to pass the boat on the starboard side, though there was no rule compelling him to pass on any one side.

He did not blow a blast to signal to the *Tai Shan*, for he had been visible to the master all the time. As he was passing 100 yards away, the *Tai Shan* altered her course to starboard, came close to his vessel, and then sheered off again. He thereupon altered his course half a mile to starboard and had to pass a dangerous part in 15 feet of water—his draft being 10 feet—in order to avoid the *Tai Shan*.

Witness explained by means of models the positions of the two boats, and added that another danger which he had to avoid was suction, his boat being the smaller of the two.

The President—Why did you not go on the port side?—Well, the *Tai Shan* was in the middle of the channel, and I had equally as much room on either side. The fact that the *Tai Shan* altered her course was the cause of all the trouble. He added that though there was half a mile between the *Tai Shan* and the shore, she altered her course so much that he had to run close to the shore.

Mr. Stevenson—It was your duty to keep out of the way of the *Tai Shan*, was it not?—Quite so.

Your duty was to slacken speed, or stop, and not to rush around on the inside, as you apparently did?—I saw there was plenty of room to pass, and I assume there would have been had the *Tai Shan* not altered her course.

When you were travelling at this very high speed you assumed that you could go on in this way. When you have a ship full of passengers it is not right to assume. The duty was on you.

Mr. Herbacz (of Messrs. Krupa & Co.), who was a passenger on the *Tai Lee*, said that when the *Tai Lee* came near to the *Tai Shan* the latter sheered to starboard, and came so dangerously near to the *Tai Lee* that she also had to sheer away to starboard.

Mr. Dixon was about to call more evidence when the President announced that the Court considered that was unnecessary.

Subsequently the President announced that the Court had found that after passing the rock in Cheung Chau Channel the *Tai Lee* overtook and passed the *Tai Shan* in such a manner as to place both ships in danger of collision. They were also of opinion that the master of the *Tai Lee* passed too close to the *Tai Shan* and admonished him to be more careful in the future.

Mr. Dixon then asked that in case of further proceedings a note should be taken of the fact that he was not allowed to call further evidence.

BRITISH INFLUENCE ON JAPAN.

NAVAL ARCHITECTS AT DINNER.

The annual dinner of the Institution of Naval Architects was held recently at the Connaught Rooms, London.

Rear-Admiral Lord Bristol presided, and other guests were: Vice-Admiral Sir John Jellicoe (Second Sea Lord), Lord Southwark (President of the London Chamber of Commerce), Lord Devonport (Chairman of the London Port Authority), Admiral the Hon. Sir E. R. Fremantle, Lord Inverclyde, Sir H. F. Donaldson (President of the Institution of Mechanical Engineers), Sir Algernon Firth (President of the Association of Chambers of Commerce of the United Kingdom), Mr. J. E. Warrack (President of the Chamber of Shipping of the United Kingdom), Mr. Arthur Cooper (President of the Iron and Steel Institute), Admiral Sir R. Custance, Sir Edward Clarke, K.C. (Master of the Shipwrights' Company), Sir Charles Parsons (President of the North-East Coast Institution of Marine Engineers), Dr. R. T. Moore (President of the Institution of Engineers and Shipbuilders), Vice-Admiral Sir A. Farquhar, Engineer Vice-Admiral Sir Henry J. Oram (President of the Institution of Metals), Sir Alfred Ewing (Director of Naval Education), Mr. W. Duddell (President of the Institution of Electrical Engineers), Mr. Robert Clark (Chairman of the British Corporation Registry), Sir William Graham Greene (Secretary of the Admiralty), Dr. R. T. Glazebrook (Director, National Physical Laboratory), Commander E. von Müller (Naval Attaché to the German Embassy), Sir W. Beardmore, Admiral Munoz Harbado (Chief of the Chilean Naval Commission), Surgeon-General Sir A. Keogh, Sir William E. Smith, Captain A. Accurti (Naval Attaché to the Austro-Hungarian Embassy), Sir John Thornycroft, Captain Comte de Saint-Seine (Naval



If Disease Germs were Visible!

What panic-fear would arise if we could see, with the naked eye, what only the microscope shows us—namely, the germs which cause such dread infectious diseases as Cholera, Typhoid Fever, Diphtheria, Influenza, Consumption, and Scarlet Fever.

We should see millions of these disease germs floating in the air—lurking in public telephones, in public vehicles, in all crowded, stuffy places—drifting into the mouth and throat, and passing from one person to another.

We constantly inhale these germs without taking harm, because the healthy body has natural powers of destroying them. But if we are "run down" these powers may fail us. Then the germs grow and multiply rapidly in the mouth and throat, and lay us low with some infectious disease.

Against these invisible foes, Science has given us a sure defence in Formamint Tablets, which cleanse the mouth cavity from germ growths as easily and pleasantly as dirt is removed from the skin.

Avoid Infectious Diseases by Sucking

Wulfin's Formamint,

The Germ-killing Throat Tablet.

The habit of sucking a few of these palatable tablets every day keeps your mouth and throat in a thoroughly healthy state—protects you against the constant risks of infection—and cures such common germ ailments as Sore Throat, Croup, Cough, and Mouth Troubles. Send the coupon today for a Free Booklet which tells you all about Formamint. It fully explains the germ theory of disease, and contains abundant medical and lay evidence of the value of Formamint.

The Physician-in-Charge of Turkish Hospitals under British auspices during the war, 1912-13, writes: "I would like you to know that during the war in Turkey I had a few of your bottles of Formamint always in my pocket, and when engaged with Cholera cases, invariably kept sucking the tablets. Where we had to deal with numbers of Cholera cases, and the nurses and other assistants suffered with septic throats, I invariably made them suck Formamint, and with great benefit. We all swore by them, and I am personally grateful to you."

When buying Formamint, specify Wulfin's Formamint, as that is the only genuine kind. There are many imitations of Formamint, but none which have the same composition and properties. Wulfin's Formamint is a new chemical compound, and as such is manufactured by a fully-protected process.

Formamint is sold by all Chemists, in bottles of 50 tablets.

PASSENGERS.

ARRIVED.

Per Korea, for Hongkong, from San Francisco, etc., Mrs. E. Leshar, Miss Ruby Leshar, Mrs. M. Bremer, Mrs. W. A. Huffman, Miss Olive Johnson, Mr. W. K. Heyneman and Mrs. D. H. Greenbaum.

DEPARTED.

Per Persia, for San Francisco, etc., Mr. P. D. Phillips, Mr. B. E. Starkweather, Miss G. A. Alcorn, Mrs. C. Noronha, Mr. R. A. Thorne, Sir Edward Lee and Lady French, Miss A. Tindle, Miss E. M. Rudy, Mr. K. Hoyer, Mrs. R. A. Starkweather, Mr. and Mrs. C. H. Harold, Mr. A. Cattaneo, Mr. T. Whitehead, Mr. L. V. Plant, Miss A. J. Griffith, Miss A. Erdmann, Mr. L. V. Cady, Mrs. M. E. Taylor, Miss M. A. Harold, Mr. M. Pla, Mr. and Mrs. W. B. Reynolds, Mr. C. A. Alexander and Mr. W. F. Kingston.

Per Princess Alice, for Europe, etc., Mr. Percy Smith, Mr. N. W. Wyne, Mrs. S. E. Howarth, Mr. H. C. A. Fromm, Dr. and Mrs. Hoffmann, Mr. E. D. Carr, Mr. von Spugelfeldt, Mr. Deumger, Miss G. Geister, Dr. Hahl and family, Dr. Eudlich, Mr. A. Thomas Hill, Mr. and Mrs. E. H. Thiel, Mrs. G. H. Maclean, Ban,ermann, Mr. and Mrs. Davis and child, Miss E. Scott, Capt. W. Tenme, Mr. and Mrs. A. Lehner, Mr. and Mrs. A. P. de Miranda Guedes, Mr. and Mrs. Griffith, Mr. E. Broditch, Mrs. Nassim, Mr. D. Jesula, Mrs. H. Hellice and child, Miss M. Decher, Miss M. Chabree, Mrs. M. Gunther, Mr. E. Godiner, Rev. Bro. Edwin, Miss N. Olson, Mr. C. Stehr, Mr. S. Cosmo, Mr. L. S. Humes, Mr. A. Jenner, Mr. T. J. Newall, Mr. F. L. Robinson, Mr. G. S. Rose and Mrs. Vechhausen.

ON SALE

MAIL TABLES

FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
On Paper ... 25 "

On Sale at the Hongkong Daily Press Office
Hongkong, 7th January, 1914

SHIPPING IN PORT.

ARRIVED.

ALDENHAM, British str., 8,410 G. T. Smith, 29th April—Kobe 29th April, General—Gibb, Livingston & Co.

ANHUI, British str., 1,325, J. D. Harris, 27th April—Shanghai 23rd April, General—Butterfield & Swire.

BELGRADE, German str., 4,206, Meisner, 26th April—Tsingtau 21st April, General—Hamburg-Amerika Linie.

CHABA JESSIE, German str., 1,103, Bendixen, 27th April—Swatow 23rd April, General—Chinese.

DEWAVONGSE, British str., 1,047, C. W. Shearer, 28th April—Saigon 24th April, General—A. Bane & Co.

DUPLEX, French cruiser, 10,014, Daveluy, 24th April—Saigon 20th April.

EMPEROR OF JAPAN, British str., 3,039, W. Dixon Hopcraft, 25th April—Vancouver, B.C., 2nd April—Mails and General—Canadian Pacific Railway Co.

FRIGIANA, British str., 2,704, H. Collin, 26th April—Hamburg 20th Feb., and Antwerp 6th March, General—Rickmers Line.

FRENTLEY, British str., 3,854, Appleton, 27th April—Chingwantao 20th April, Coal—Kailash Mining Co.

HONGKONG, French str., 739, A. Marguerite, 26th April—Hohow 24th April, General—M. Marty.

HUTCHISON, British str., 1,216, Shams, 27th April—Tientsin 20th April, General—Butterfield & Swire.

JOHANN, German str., 851, A. P. Uldorff, 28th April—Saigon 22nd April, Rice—Jensen & Co.

KHONGWAI, German str., 1,515, R. Petersen, 25th April—Bangkok 17th April, Rice—Butterfield & Swire.

KOREA, American str., 5,851, A. W. Nelson, 28th April—San Francisco 4th April, General—Pacific Mail S.S. Co.

KUTSANG, British str., 3,110, R. O. D. Bradley, 26th April—Mojji 21st April, Coal and General—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,468, MacArthur, 26th April—Shanghai 24th April, General—Chinese.

LANDART SCHEIFF, German str., 1,012, A. Struve, 27th April—Saigon 23rd April, Rice—Siemssen & Co.

LOKSANG, British str., 979, Ritchie, 26th April—Shanghai 22nd April, General—Jardine, Matheson & Co.

MACHEW, German str., 960, R. G. Zollner, 27th April—Kohsichang 19th April, Rice—Butterfield & Swire.

NO. 1 TAMON MARU, Japanese str., 1,842, J. Basar, 24th April—Saigon 19th April, Rice—Onoda.

PATELLA, British str., 3,561, J. Narbes, 24th April—Singapore 18th April, Bulk Oil—Asiatic Petroleum Co.

PERA NANG, British str., 1,022, C. S. G. Scott, 11th April—Saigon 7th April, Rice—A. Bane & Co.

PONTOON, German str., 1,631, W. Botejue, 24th April—Bangkok 15th April, Rice and Wood—Molchers & Co.

SHIMBU MARU, Japanese str., 3,282, K. Izumi, 23rd April—Java 11th April, Sugar—Butterfield & Swire.

SISIMAN, British str., 1,345, Hutchison, 27th April—Manila 23rd April, Ballast—A. Bane & Co.

SOSHU MARU, Japanese str., 1,119, K. Hattori, 24th April—Swatow 23rd April, General—Osaka Shosen Kaisha.

SURUGA, British str., 2,727, G. H. Chamberlain, 27th April—New York 3rd March, General—Dodwell & Co.

TAISHUN, Chinese str., 1,214, Paramore, 27th April—Chefoo 21st April, General—Chinese.

TILANAP, Dutch str., 3,860, T. E. C. V. Schermbek, 27th April—Kobe 22nd April, General—Java-China-Japan Lijn.

TAMBA MARU, Japanese str., 3,802, J. Toranaka, 26th April—Shanghai 23rd April, General—Nippon Yusen Kaisha.

TATYUAN, British str., 2,300, P. W. Grierson, 17th April—Melbourne 12th March, General—Butterfield & Swire.

TRINACOM, Dutch str., 2,500, J. N. Borman, 21st April—Batavia 13th April, General—Java-China-Japan Lijn.

TOKEI MARU, Japanese str., 2,718, D. Komura, 25th April—Milke 19th April, Coal—Mitsui Bussan Kaisha.

TUNGSHING, British str., 1,170, L. Hussey, 26th April—Pakhoi 19th April, Rice and General—Jardine, Matheson & Co.

VOBORNE, Russian str., 3,273, Oransvsky, 24th April—Singapore 18th April, General—Russian Volunteer Fleet.

YI LOONG, British str., 1,121, Wrightson, 25th April—Swatow 24th April, General—Jardine, Matheson & Co.

YONCHO, British str., 1,306, A. J. Speed, 27th April—Saigon 23rd April, Rice—Butterfield & Swire.

YUNSHANG, British str., 1,120, Rolfe, 28th April—Manila 25th April, General—Jardine, Matheson & Co.

PASSED THE CANAL.

March 26th—Agamemnon, Sunda.

March 24th—Himalaya.

March 31st—Glenloch, Lennox, Atrous, O. J. D. Hlers.

April 3rd—Nore, Pyrrhus, Novara.

April 7th—Ajaz, Kasama, Lutov, April 14th—Canton, Denbighshire, Hatched Maru, Nile, Ping Sney, Sambia, Africa, Magellan.

April 17th—Australien, E. F. Ferdinand, Machao, Specia.

April 21st—Benlarig, Keemun, Meinan, Nanyang, Sihonia, Indradeo, Katori, Maru.

April 24th—Benlomond, Borneo, Miya, saki Maru, Polynester, F. E. Friedrich, Prinz Ludwig.

April 28th—Ambria, Hevenue, Den o, Atrle, Senegambia, Neleu.

ARRIVAL AT HOME.

April 28th—Kasama.

WEATHER REPORT.

On the 29th at 10.30 a.m.—The anti-cyclone has weakened and spread eastward, a belt of high pressure now extending from the Yangtze Valley to N. Japan.

A shallow depression is still shown over Indo-China.

Pressure continues to decrease slightly over Luzon.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.

FORECAST.

Hongkong & Neighbourhood (East winds, moderate, cloudy).

Formosa Channel (N.E. winds, moderating).

South coast of China between (The same as Hongkong and Lantau.) No. 1.

South coast of China between (The same as Hongkong and Lantau.) No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

29th APRIL, 1914, a.m.

Station.	Hour.	Barometer at Sea Level	Temperature.	Humidity.	Direction Wind	Force.	Weather.
Vladivostok	7 A	29.96	42		SE		
Namur	6 A	30.04			SE		
Hakodate		30.11			N		
Tokio		30.01			N		
Kobe		30.03			N		
Nagasaki		29.05			N		
Kagasaki		30.02			E		
Oshima		29.97			E		
Naha		29.97			N		
Ishikawa		29.97			N		
Shimon		29.87			W		
Chifoo							
Wakaiwai		29.98	47	63	SW		
Hankow							
Ichang							
Kiukiang							
Chungking							
Shanghai		30.06	54		E		
Guangt		30.02	55		E		
Sharp Peak	7 A	30.04	66		N		
Amoy		29.95	67	74	N		
Swatow		29.95	69	73	W		
Taihu	5 A	29.97			N		
Taihu		29.95			N		
Tainan		29.96			N		
Koshun		29.95			N		
Pescadore		29.93			N		
Canton	6 A	29.90	73	95	SE		
Hongkong		29.90	73	80	SE		
Gap Rock		29.86			SE		
Macao		29.90	75		E		
Wahoo	9 A						
Hokoh							
Pekhai							
Phulien	6 A	29.89	77		SE		
Touraine		29.81	77		SW		
Cape St. James		29.86	77		SW		
Aparri		29.90	75				
Manila		29.88	75				
Legaspi		29.87	77		N		
Holo	9 A	29.95	86		N		
Bacolod					N		
Sebu		29.91	84		N		
Lebu							

VESSELS ON THE BERTH

THE "INDRA" LINE, LIMITED.
For NEW YORK via SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

THE Steamship
"INDRASAMHA."
Captain Jones, will be despatched for New York via Suez on or about MONDAY, 5th May. For Freight, apply to JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215, Sub. Ex. 5.
Hongkong, 4th April, 1914. [516]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE."
Captain G. J. Caldwell, carrying His Majesty's Mail, will be despatched from this port for BOMBAY on SATURDAY, 5th May, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOULTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by the Steamer and transhipped to the s.s. "MACDONALD," due in London on the 10th July, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 27th April, 1914. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK

S.S. "CHALISTER" On or about 15th May

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 15th April, 1914. [557]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"GLENBARN" (Capt. W. L. HARTNELL) will be despatched for the above Ports on or about the Middle of May.

Saloon Passage, Hongkong to London £40.

For freight or passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 23rd April, 1914. [602]

AMERICAN AND MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

THE Steamship

"KIOTO."
Captain Smith, will be despatched from Hongkong on the 25th May, for BOSTON AND NEW YORK

(With liberty to call at the Malabar Coast.)

For freight and further particulars, apply to THE BANK LINE, LTD., Agents.

Hongkong, 29th April, 1914. [627]

ON SALE

AT THE "HONGKONG DAILY PRESS" OFFICE

"WITH DOG AND GUN IN THE NEW TERRITORY."

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Hongkong, 11th October, 1913.

VESSELS ADVERTISED AS LOADING

To ascertain the whereabouts of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Hongkong are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, etc.	NUBIA	Brit. str.	1 m.	F. J. Fox	P. & O. S. N. Co.	To-morrow, at 5 P.M.
LONDON & ANTWERP, via SINGAPORE, etc.	ASSAYE	Brit. str.	1 m.	G. J. Caldwell	P. & O. S. N. Co.	On 9th May, at Noon.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	1 m.	JARDINE, MATHESON & Co., Ltd.	SHEWAN, TOMES & Co.	On 19th May, at Noon.
LONDON, HULL & ANTWERP	GLYNELCH	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	Middle of May.
MARSEILLES, HAVRE, HAMBURG & ANTWERP, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow.
MARSEILLES, LONDON & ANTWERP, via SINGAPORE, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 1 P.M.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 10 A.M.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 24th May.
HAVRE, ROTTERDAM, BREMEN & HAMBURG, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About Middle of June.
HAVRE, HAMBURG & ANTWERP, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 14th May.
HAVRE, EMDEN & HAMBURG, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 15th May.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 15th May.
VICTORIA, B.C. & TACOMA, via SINGAPORE, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 14th May, at Noon.
VICTORIA, B.C. & TACOMA, via SINGAPORE, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 27th May, at Noon.
TRINIDAD, FORT-OF-SPAIN, PANAMA, COLOMBIA, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About 4th May.
NEW YORK via SUEZ & SUEZ CANAL	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 15th May, at 4 P.M.
BOSTON & NEW YORK	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 15th May, at 10 A.M.
BOSTON & NEW YORK	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About 3rd May.
VANCOUVER via SHANGHAI, JAPAN, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 25th May.
SAN FRANCISCO via SHANGHAI & JAPAN, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-day, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, etc.	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 1st July, at Noon.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 9th May, at 1 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 19th May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 27th May, at Noon.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow, at 10 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 6th May, at Noon.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 16th May, at 9 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	Quick despatch.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About 2nd May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 7th May, at D'light.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 7th May, at 11 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 11th May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About 25th May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 5 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-day, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-day, at 5 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow, at 6 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 3rd May, at D'light.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 2nd May, at M'night.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About 2nd May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 3rd May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at D'light.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 7th May, at D'light.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 7th May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	About 7th May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 7th May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	Quick despatch.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 6th May, at 2 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-day, at 10 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 3rd May, at Noon.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow, at 10 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-morrow, at 11 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 10 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 11 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 8th May, at 2 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 2nd May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 5th May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 9th May, at 2 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 12th May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 12th May, at 4 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	Quick despatch.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 8th May, at 2 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 2nd May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 3rd May, at 2 P.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 12th May.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 11th May, at 9 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	To-day, at 10 A.M.
AUSTRALIAN PORTS via MANILA	MASSACHUSETTS	Brit. str.	1 m.	W. L. Hartnell	SHEWAN, TOMES & Co.	On 6th May, at 10 A.M.

SHIPPING

ARRIVALS.

DAIJOI MARU, Japanese str., 847, S. Taku-shige, 28th April—Amoy 26th April, General—Osaka Shosen Kaisha.
HAIYANG, British str., 1,362, I. A. E. Hodgins, 29th April—Swatow 26th April, General—Douglas Lapraik & Co.
H.M.S. YARMOUTH, British cruiser, 5,250, H. L. Cochrane, 28th April—Colombo, 29th April—Singapore 25th April, Mails and General—Melchers & Co.
PETCHABURI, German str., 1,731, O. Gosewisch, 28th April—Bangkok 20th April, Rice—Butterfield & Swire.
ZAFIRO, American str., F. S. Murray, 29th April—Manila 26th April, General—Suez, 10,000 tons & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
April 29th.
BELGRAVIA, German str., for Hamburg.
GLENLOCH, British str., for Rangoon.
HALDIS, Norwegian str., for Batavia.
HONGKONG, French str., for Hoilow.
MISUMI MARU, Japanese str., for Hongay.
PHREMPENT, British str., for Saigon.
SOSHI MARU, Japanese str., for Anping.
TAISHO MARU, Jap. str., for Newchwang.
TAIYUAN, British str., for Sydney.

DEPARTURES.

April 29th.
CANADA MARU, Japanese str., for Victoria.
CHEONGSHING, British str., for Tientsin.
COLOMBO MARU, Japanese str., for Kobe.
DAITEN MARU, Japanese str., for Dairen.
HAISUN, British str., for Swatow.
HAIYAN, British str., for Swatow.
KAIKONG, British str., for Haiphong.
KAMOR, Norwegian str., for Shanghai.
SAMSER, German str., for Bangkok.
SIR RICHARD ADWY, Br. str., for Canton.
TATSUNO, Chinese str., for Canton.
TAMON MARU, Japanese str., for Saigon.
WOSANG, British str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. Siberia left Yokohama on the 26th April, for Hongkong via Manila. The United States mail has been transferred to the M.M. str. Paul Leat scheduled to arrive at this port on the 4th May.

THE AUSTRALIAN MAIL.

The E. & A. str. Empire left Sydney for this port (via Queensland ports, Port Darwin and Manila) on the 7th April, and may be expected to arrive here on or about the 2nd May.

MERCHANT STEAMERS.

The str. Glenloch left Singapore on Saturday, the 25th inst., and is due here on Thursday, 30th inst.
The A.L. str. Nippon left Singapore for this port on the 24th April, a.m., and will arrive here on the 30th April, a.m.
The H.A.L. str. First Balow left Singapore on the 25th April, a.m., and may be expected here on or about the 30th April, p.m.
The P. & O. str. Novara left Singapore for this port on the 25th April, at 2.30 p.m., and is due here on the 30th April, at about 4 p.m.
The A.L. str. Bohemia left Singapore for this port on the 26th April, p.m., and will arrive here on the 30th April, a.m.
The A.L. str. Gregory left Singapore from Calcutta, left Singapore on the 26th April, and may be expected here on or about the 1st May.
The N.D.L. freight str. Helgoland left Singapore on the 27th April, at 5 a.m., and may be expected here on or about the 3rd May, at 1 p.m.
The Mogul Line str. Montrose, from United Kingdom, left Singapore on the 27th April, and is therefore due here on or about the 3rd May.
The str. Borneo left Singapore on the 28th April, p.m., and may be expected here on or about the 3rd May, a.m.
The N.Y.K. str. Hitachi Maru (European Line) left London for this port via ports on the 28th March, and is expected here on the 6th May.
The str. Japan left Calcutta on the 25th April, and may be expected here on or about the 11th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fookiang, from Calcutta, is due in Hongkong 5th May.
Eung, from Shanghai, is due in Hongkong 1st May.

SHIRE LINE, LIMITED.

Denbighshire, passed the Canal 14th April, and is due in Hongkong 10th May.
Cardiganshire, from Seattle, is due in Hongkong 9th May.

INDRA LINE, LIMITED.

Indrasamha, from San Francisco, is due in Hongkong 4th May.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER							TO L'POOL			FROM L'POOL		FROM VANCOUVER							
STAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	St. John, N.B.	STAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong		
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive		
EMPERESS OF JAPAN	Thurs. 30 Apr.	3 May	5 May	7 May	9 May	21 May	28 May	4 June	4 Apr.	10 Apr.	EMPERESS OF RUSSIA	16 Apr.	27 Apr.	28 Apr.	30 Apr.	2 May	5 May		
EMPERESS OF RUSSIA	Wed. 13 May	16 May	17 May	19 May	21 May	30 May	—	—	18 Apr.	24 Apr.	EMPERESS OF INDIA	30 Apr.	14 May	15 May	17 May	19 May	22 May		
EMPERESS OF INDIA	Thurs. 23 May	31 May	2 June	4 June	6 June	18 June	25 June	2 July	2 May	9 May	EMPERESS OF ASIA	14 May	25 May	26 May	28 May	30 May	2 June		
EMPERESS OF ASIA	Wed. 10 June	13 June	14 June	16 June	18 June	27 June	9 July	16 July	—	—	MONTEAGLE	20 May	5 June	8 June	10 June	13 June	16 June		
EMPERESS OF JAPAN	Thurs. 23 June	28 June	31 June	2 July	4 July	16 July	23 July	30 July	16 May	23 May	EMPERESS OF JAPAN	28 May	11 June	12 June	14 June	16 June	19 June		
PASSAGE RATES																			

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to—
Single Fare by Night Steamer \$6.00
Return (available also for return by day steamer) 10.00
Single Fare by Day Steamer 4.00
Return 8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 30TH APRIL, 1914.
9 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. FATSAN. 5 p.m. KINSHAN.

FRIDAY, 1ST MAY, 1914.
9 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. FATSAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3RD MAY, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI TAI, 1,651 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. MANZING, 588 tons.
One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday and Friday, at about 6 p.m., and the other leaves Wuchow for Canton every Monday, Wednesday and Friday, at about 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINYAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 2nd May, 4 p.m.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th May, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KIEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 24th April, 1914.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN	On 3rd May, On 17th May, On 31st May.
	POLYNESIE	
	Y. CIOTAT	
HOMeward		
MARSEILLES VIA PORTS	PAUL LECOQ	On 5th May, at 1 p.m.
	CORDILLERE	On 19th May, at 1 p.m.
	MAGELLAN	On 2nd June, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT, QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: PROPOSED SAILINGS: FROM COLOMBO:
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:
From Hongkong: "SALAMIS" 25th July.

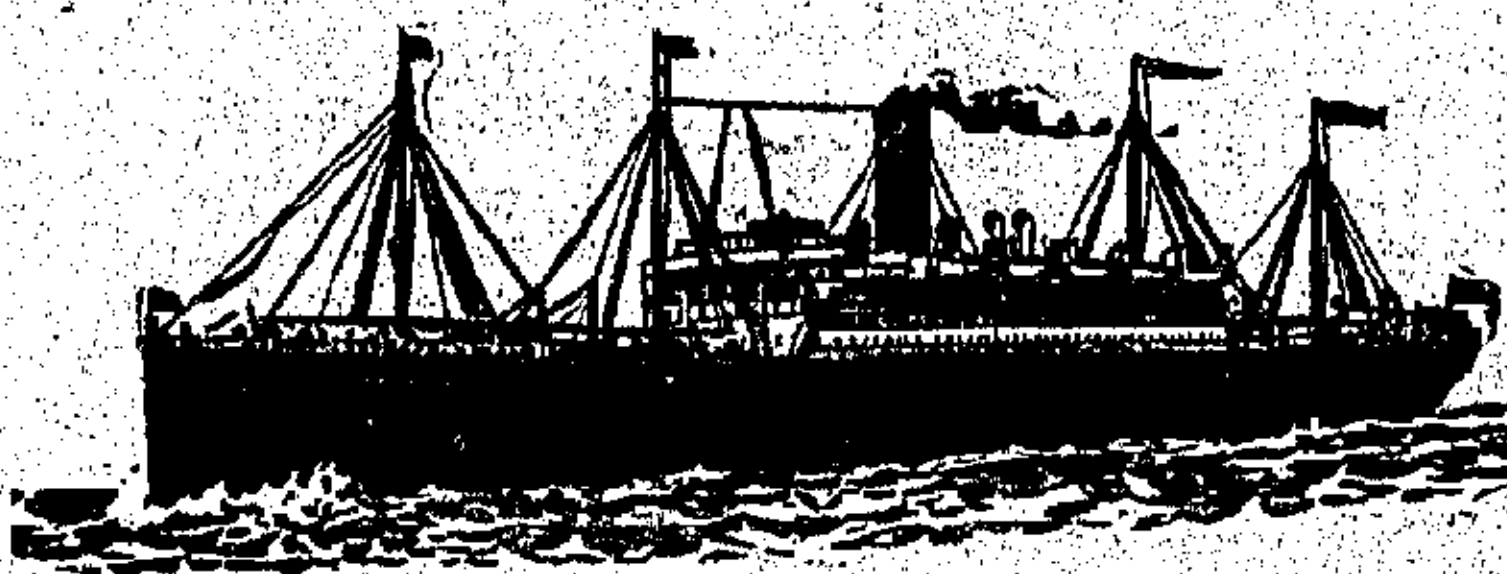
FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER THE PERSONAL SUPERVISION OF MR. V. MOBONT, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Cabin Passengers have the privilege of travelling by Rail between Ports of Japan.

STEAMERS	Tons	Sailing
KOREA	18,000	SATURDAY, 9th May, at 1 p.m.
SIBERIA	18,000	TUESDAY, 19th May, at 1 p.m.
CHINA	18,000	WEDNESDAY, 27th May, at Noon.
MANCHURIA	18,000	SATURDAY, 6th June, at 1 p.m.
NILE	11,000	TUESDAY, 16th June, at 10 a.m.
MONGOLIA	27,000	FRIDAY, 26th June, at 1 p.m.
PERSIA	9,000	SATURDAY, 11th July, at Noon.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
27th May ... CHINA	29th May	31st May ... SIBERIA	7th May
16th June ... NILE	18th June	16th May ... CHINA	16th May
11th July ... PERSIA	13th July	25th May ... MANCHURIA	28th May
11th Aug ... CHINA	13th Aug	8th June ... NILE	8th June

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 7th May.
S.S. "JAPAN," 5,015 tons, Capt. A. P. Sedden, will be despatched for YOKOHAMA, KOBE and MOJI on 16th May.

WESTWARD

S.S. "MUTTRA," 4,644 tons, Captain H. Carey, for SINGAPORE, PENANG, RANGOON and CALCUTTA, quick despatch.
S.S. "CORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 30th April, 1914.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
TACOMA MARU	T. Harada	THURSDAY, 14th May, at Noon.
PANAMA MARU	J. Kano	WEDNESDAY, 27th May, at Noon.
SEATTLE MARU	T. Saito	THURSDAY, 11th June, at Noon.
MEXICO MARU	N. Kobayashi	WEDNESDAY, 24th June, at Noon.
CANADA MARU	I. Goto	
	H. Yamamoto	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
INDO MARU	K. Komiya	FRIDAY, 8th May, a.m.
SAIGON MARU	T. Yamaguchi	
ANNAN MARU	T. Takemura	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
KAIJO MARU	Y. Yamamoto	WEDNESDAY, 6th May, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
DAIGI MARU	S. Tokushige	SUNDAY, 3rd May, at Noon.
DAIJIN MARU	K. Murakami	SUNDAY, 10th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
SOSEI MARU	K. Hattori	THURSDAY, 30th April, at 10 a.m.

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Sou. Yip Wharf (near the Harbour Office, Prince Central).
For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER,
Second Floor No. 1 Queen's Building.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO HONGKONG AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON (1 day later)
p.m. Thurs. Apr. 30	ASSAYE	6 p.m. Tues. May 5	Noon. Satur. May 9	MOOLTAN	Friday June 5	Thursday June 11
May 14	INDIA	May 19	May 23	MOREA	June 20	June 26
May 28	DEVANHA	June 2	June 6	MALOA	July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.
Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	1st Saloon	2nd Saloon
LONDON	£97.	£89.	£91.	£83.
MARSEILLES	£87.	£79.	£81.	£73.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NEILLES	Due at LONDON
NAMUR	about Apr. 29	about May 7	about May 13	about May 19	about June 16	about June 26
NOVA	May 6	May 14	May 20	May 26	June 23	July 3
NELORE	May 26	June 3	June 10	June 16	June 23	July 3
*KRYBER	June 23	July 1	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 25	Sept. 4
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 19
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return.
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU	20,000	WEDNESDAY, 6th May, at 10 a.m.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 5th May, at 4 p.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	MIKKO MARU	9,600	WEDNESDAY, 6th May, at Noon.
	KUMANO MARU	9,800	WEDNESDAY, 3rd June, at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KIRIN MARU	5,000	SATURDAY, 2nd May
BOMBAY via SINGAPORE, and COLOMBO			
KOBE and YOKKAICHI			
KOBE and YOKOHAMA	HAKATA MARU	12,500	MONDAY, 11th May
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	9,800	TUESDAY, 5th May, at 5 p.m.
KOBE and YOKOHAMA	HITACHI MARU	12,500	THURSDAY 7th May, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMERS	TONS	SAILS	WEDNESDAY
MISHIMA MARU	16,000	"	6th May.
STEAMERS	TONS	SAILS	TUESDAY
TAMBA MARU	12,500	"	5th May.

With option of Rail between Steamer's Calling Ports to Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[3 9-1r

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NUBIA Capt. F. J. For	5 P.M. 1st May.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOVARA and YOKOHAMA.	Capt. H. R. Hetherington, R.N.R.	About 2nd May.	Freight and Passage.
SHANGHAI	Capt. C. C. Talbot, R.N.R.	About 7th May.	Freight and Passage.
LONDON VIA USUAL PORTS or CALL	ASSAYE Capt. G. J. Caldwell	Noon, 9th May.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 29th April, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI, SWATOW, CHEFOO, TIENTSIN and TSINGTAU.	"KANCHOW" On 1st May, 10 A.M.	
SHANGHAI, CEBU and ILOILO.	"CHINCHOW" On 5th May, 4 P.M.	
SHANGHAI, CEBU and ILOILO.	"LIANGCHOW" On 5th May, 4 P.M.	
SHANGHAI, CEBU and ILOILO.	"SUNGKIANG" On 5th May, 10 A.M.	
SHANGHAI, CEBU and ILOILO.	"LUCHOW" On 7th May, 4 P.M.	
SHANGHAI, CEBU and ILOILO.	"TAKING" On 12th May, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"
MANILA LINE—TWIN-SCREW STEAMERS "CHINCHOW," "TAKING"
and "TEAN." Excellent Saloon accommodation Ample; Electric Fans fitted; Extra
State-rooms on Deck, aft, on "TAKING" and "TEAN."
SHANGHAI AND TSINGTAU LINE—THE TWIN
SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the
S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having
excellent accommodation, with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong
and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday,
taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU,
leaving there on Tuesdays for Shanghai, Hongkong and Canton.
N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the
transshipment at Woosung.
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 30th April, 1914. **BUTTERFIELD & SWIRE.**
TELEPHONE 36. AGENTS. [5]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
to SWATOW, CHEFOO and COLOMBO,
to MARSEILLES, HAVRE, BREMEN, HAMBURG and NEW YORK
and from MANILA, HONGKONG and JAPAN to
VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE AND YOKOHAMA: S.S. FURST BULOW 1st May. S.S. SEGOVIA 21st May. S.S. FRISIA 29th May. S.S. SILESIA 18th June. S.S. SFEZIA 29th June. S.S. SIENEGAMBIA 17th July. S.S. SCANDIA 27th July.	FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP: S.S. BELGRAVIA 1st May. FOR HAVRE, ROTTERDAM, BREMEN & HAMBURG: S.S. BAYERN 6th May. FOR HAVRE, HAMBURG & ANTWERP: S.S. ARABIA 14th May. FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.): S.S. SAMBIA 15th May. FOR HAVRE, BREMEN & HAMBURG: S.S. VOKERMARK 15th May. FOR MARSEILLES, ROTTERDAM, HAMBURG and ANTWERP: S.S. BRISGAVIA 24th May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th April, 1914. [6]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 1st May, at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 5th May, at 11 A.M.
"HAITAN"	Capt. J. S. Bosch	FRIDAY, 8th May, at 11 A.M.

FOR SWATOW AND RETURN

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. Evans	(SUNDAY, 3rd May, at 10 A.M. WEDNESDAY, 6th May, at 11 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th April, 1914. [4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	2nd May.	On 1st May, 10 A.M.
EMPIRE	23rd May.	On 29th May, 10 A.M.
ST. ALBANS	13th June.	On 19th June, 10 A.M.
EASTERN		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

39

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots...from KOBE	11th May.
CHIYO MARU	22,000—21 knots...TUES.	19th May.
TENYO MARU	22,000—21 knots...TUES.	16th June.
NIPPON MARU	11,000—18 knots...TUESDAY	23rd June.
HONGKONG MARU	11,000—18 knots...FRIDAY	10th July.

† Passengers by this Steamer may travel over s.s. "HONGKONG MARU."

* via MANILA. Onitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60...." " £96.10.
" " " SAN FRANCISCO	£45...." " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from
San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers
of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS
MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines
and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212]

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERE, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW" Capt. C. NARETH	16,900	Wednesday, 13th May, at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW" Capt. H. TERTER	17,800	5 P.M. Thursday, 30th April.
MANILA, ANGAUR, YAP, MAR- ONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. O. JURANT	6,100	Saturday, 16th May at 9 A.M.
KOBE	"COBLENZ" Capt. H. SCHMITZ	6,750	About Tuesday, 26th May.
JESSELTON, KUDAT and SANDAKAN	"BOBNEO" Capt. J. KOSLER	5,000	Monday, 11th May, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy
New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	HOMEWARD.
Steamship	about
"HELGOLAND" 4th May.	FOR MARSEILLES, ROTTERDAM AND BREMERHAMBURG: S.S. "HELGOLAND" about Middle of June.
"BORKUM" 21st May.	FOR HAVRE, BREMEN AND HAMBURG/BREMER S.S. "BORKUM" about End of June.
"ALTAR" 20th May.	FOR MARSEILLES, ROTTERDAM AND BREMERHAMBURG: S.S. "ALTAR" Beginning of July.
"DURENDART" 8th June.	FOR HAVRE, BREMEN AND HAMBURG/BREMER S.S. "DURENDART" Middle of July.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 29th April, 1914. [118]

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May, at 4 P.M.

Superior accommodation for 1st, 2nd and 3rd Class passengers, no surtax, no tips, no inside cabins.

Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £30 1st, £20 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "VERBIA," 12,500 tons, will leave as above about 4th May.

This Steamer of large tonnage is fitted with comfortable one class accommodation for Saloon

Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £25, II £21.6.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basle, Laon, Calais or Boulogne, Class I £25, II £21.6.

BY SEMMERING EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £25, II £21.6.

BY TAVERN EXPRESS:

Via Munich, Cologne, Hook or Flushing, Class I £25, II £21.6.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st May, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE via SHANGHAI, YOKOHAMA.

S.S. "NIPPON," 13,900 tons, will leave as above about 2nd May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,

Princes' Building.

Hongkong, 25th April 1914. 143

ON SALE.

THE DIRECTORY

AND CHRONICLE

1914.

FOR CHINA, JAPAN, COREA, INDO-

CHINA, SIAM, STRAITS SETTLE-

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NETHERLANDS INDIA, PHILIP-

PINES, BORNEO, ETC.

FIFTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the

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Not only is the Directory as full and

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taining statistics of the TRADE of each

Country and Port, would alone suffice to fill

a large volume.

Royal Octavo—Complete with Fifteen

Maps and Plans, pp. nearly 2,000, \$10.00

Directory only, pp. 1,400 \$6.00.

The Directories and Descriptions are of:—

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Peking, Soochow, Canton.

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Peitsho, Kowloon, Kowloon.

Chinwangtao, Wulu, Lappa.

Taku, Kewkiang, Samshui.

Antung, Hankow, Kungmoon.

Manchurian, Yochow, Nanning.

Trade of the, Shansi, Wuchow.

Newchwang, Ichang, Kwangshanwan.

Dairen, Chungking, Pakhoi.

Port Arthur, Hangchow, Hoihow.

Chefoo, Ningpo, Lungchow.

Welaui, Wanchow, Mangtze.

Kiaochow, Santu, Ekow.

Tsinanfu, Poochow, Szemao.

Mukden, Amoy, Teengueh.

Shanghai, Swatow.

JAPAN AND FORMOSA.

Tokyo, Osaka, Keelung.

Yokohama, Moji, Tainanfu.

Hyoogo, Nagasaki, Takow.

Kobe, Hakodate, Anping.

Shimonoseki, Tamsui.

EASTERN SIBERIA.

Vladivostok, Nicolajevsk.

CHOSON.

Seoul, Wonsan, Mokpo.

Chuncheon, Fusan, Chinnampo.

Kunsan, Pingyang, Songhin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.

Hanoi, Annam, Tonkin.

Haiphong, Hué, Saigon.

Tonkin Provinces, Quinhon, Cambodia.

PHILIPPINES.

Manila, Iloilo, Cebu.

SARAWAK, LABUAN.

British North Borneo.

BRUNEI, BANGKOK.

STRAITS SETTLEMENTS.

Singapore, Penang, Malacca, Prov. Wellesley.

MALAY STATES.

Perak, Selangor, Pahang.

Negri Sembilan, Johore, Kedah.

KELANTAN, TRENGGANU, PERLIS.

NETHERLANDS INDIA.

Batavia, Samarang, Padang.

Buitenzorg, Sourabaya, Macassar.

East Coast of Sumatra.

NAVAL SQUADRONS.

British, German, Austrian.

French, Japanese, United States.

Siamese, Italian.

German, Austrian.

OFFICES OF COAST AND RIVER STEAMERS.

The Book is printed from New Type

specially reserved for the purpose, and

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Firms the Directory gives the CLASSIFIED

LISTS of TRADES and PROFESSIONS

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so that any name can be found instantly.

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HONGKONG.

Hongkong, 27th April, 1914.



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good tone.

HUGO C. A. FROMM,

HONGKONG.

Hongkong, 27th April, 1914.

POST OFFICE NOTICE.

The *Kanchow*, with the MAILS FROM LONDON (via Siberia) of Wednesday and Friday, the 8th and 10th inst., is due to arrive here to-day.

The *Nubia*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 11th inst., is due to arrive here to-morrow.

The *Paul Leont*, with the AMERICAN MAIL ex Siberia, is scheduled to arrive here on Monday, the 4th May.

On and after 1st May the new Sai Ying Pun Branch Post Office, situated in the Sanitary Department Office, Pokfulam Road, will be opened for the transaction of business, viz.:—Sale of Stamps, Registration, &c.

The Office hours will be, week days 7 a.m. to 7 p.m.; Sundays and Holidays 8 to 9 a.m. and 6 to 7 p.m. The University Branch Post Office will cease to do business on 1st May.

Chinese Registered Correspondence will not be delivered on a signature only. The City of a firm of standing will in each case to be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Taiwan	Thursday, 30th, 9.00 A.M.
Swatow, Amoy and Formosa via Takao & Amoy	Soshu Maru	Thursday, 30th, 9.00 A.M.
Haiphong	Johanne	Thursday, 30th, 9.00 A.M.
SHANGHAI, NORTH CHINA, AND JAPAN VIA KOBE (EUROPE VIA SIBERIA)	Lutzu	Thursday, 30th, 9.00 A.M.
[To make connection with the Dalny steamer leaving Shanghai on Monday, the 4th May.]		
Hohow, Amoy and Peking	Koongwai	Thursday, 30th, 10.00 A.M.
Philippine Islands	Batavia	Thursday, 30th, 10.00 A.M.
Hohow, Haiphong and Peking	Hongkong	Thursday, 30th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA VIA VANCOUVER (EUROPE VIA SIBERIA)	Empress of Japan	Registration ... 10.00 A.M. B.O. ... 9.00 A.M. Letters ... 10.30 A.M.
[To make connection with the Dalny steamer leaving Shanghai on Monday, the 4th May.]		
*Shanghai and *North China	Ashui	Thursday, 30th, 5.00 P.M.
Shanghai and North China	Bohemia	Thursday, 30th, 5.00 P.M.
— MAY —		
Hohow, Amoy and Peking	Helene	Friday, 1st, 8.00 A.M.
Australia, Tasmania and New Zealand via Port Darwin	Aldenharn	Friday, 1st, 9.00 A.M.
*Swatow, *Wichaiwei, *Chefoo and *Tientsin	Huachow	Friday, 1st, 9.00 A.M.
Swatow, Amoy and Peking	Haiyang	Friday, 1st, 11.00 A.M.
*Swatow and *Bangkok	Quara Jobson	Friday, 1st, 1.00 P.M.
Swatow	Pongtong	Friday, 1st, 1.00 P.M.
Straits and India via Calcutta	Kutang	Friday, 1st, 4.00 P.M.
*Straits and *Ceylon	Nubia	Saturday, 2nd, 8.00 A.M.
Hohow, and Bangkok	Nguyen	Saturday, 2nd, 11.00 A.M.
Shanghai North China, & Japan via Yokohama	Yusen	Saturday, 2nd, 1.00 P.M.
Philippine Islands	Zafro	Saturday, 2nd, 3.00 P.M.
*Shanghai and *North China	Lokang	Saturday, 2nd, 5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Kanchow	Saturday, 2nd, 5.00 P.M.
[To make connection with the Tientsin train leaving Shanghai on Thursday, the 7th May.]		
Swatow	Taiwan	Sunday, 3rd, 9.0 A.M.
*Swatow, Amoy and Formosa via Taiwan	Daiji Maru	Sunday, 3rd, 9.00 A.M.
*Straits, *Ceylon and *India via *Bombay	Pavia	Monday, 4th, 3.30 P.M.
*Shanghai, and *North China	Esang	Monday, 4th, 5.00 P.M.
Swatow, Amoy and Peking	Haichang	Tuesday, 5th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE VIA Marseilles (Late Letters 11 to NOON, Extra postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.	Tamba Maru	Tuesday, 5th, 3.00 P.M.
Philippine Islands	Chincho	Tuesday, 5th, 5.00 P.M.
*Shanghai and *North China	Kiangchow	Tuesday, 5th, 5.00 P.M.
*Japan via *Nagasaki	Kumano Maru	Tuesday, 5th, 4.00 P.M.
*Peking and Haiphong	Sungkiang	Thursday, 6th, 9.00 A.M.
*Straits and *Ceylon	Mikina Maru	Wednesday, 6th, 9.00 A.M.
Swatow	Hokan	Wednesday, 6th, 10.00 A.M.
Straits and India via Calcutta	Loat	Wednesday, 6th, 1.00 P.M.

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

April 29th.

On LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credit, at 4 months sight	111 1/2
Documentary (1/2)	111 1/2
On PARIS—	
Bank Bills, on demand	246
Credit, at 4 months sight	251
On GERMANY—	
On demand	200
On NEW YORK—	
Bank Bills, on demand	47 1/2
Credit, at 60 days sight	48 1/2
On BOMBAY—	
Telegraphic Transfer	145 1/2
Bank, on demand	146
On CALCUTTA—	
Telegraphic Transfer	145 1/2
Bank, on demand	146
On SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
On YOKOHAMA—	
On demand	35 1/2
On MANILA—	
On demand	35 1/2
On SINGAPORE—	
On demand	35 1/2
On BATAVIA—	
On demand	118
On HANKOW—	
On demand	34 1/2 p.m.
On SAIGON—	
On demand	34 1/2
On BANGKOK—	
On demand	78 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.15
GOLD LEAF, 100 fine, per tola	\$55.50
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

Hongkong, 20 cents pieces	per cent.
Hongkong, 10	\$ 7.10 discount.
	\$ 8.50

MAILS VIA SIBERIA.

London	Due
April 10th	April 25th
April 11th	April 27th

SHARE LIST—QUOTATIONS.

HONGKONG, 29TH APRIL, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$810, sales (1/2) \$82.10/-	54 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$12, buyers	82 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4.10, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, sellers	72 p.c.
TRADING COMPANIES.					
Harbour & Wharves Co., Ltd.	30,000	Tls. 50	all	Tls. 125, sales	
Harbour & Wharves Co., Ltd.	125,000	\$10	all	\$8 1/2, sellers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$37, buyers	5 p.c.
DOCKS AND WHARVES.					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$82	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$68	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$8 1/2	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, buyers	
S'hai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 94	
Green Island Cement Co., Limited	400,000	\$10	all	\$6 1/2, sellers	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$45, buyers	5 p.c.
Hongkong Hotel Company Limited	20,000	\$50	all	\$123 1/2	
Manila Metropolitan Hotel, Limited	15,000	Pa. 10	all	Pa. 10, buyers	54 p.c.
Hongkong & Whampoa Dock Co., Ltd.	60,000	\$10	all	\$120, buyers	9 1/2 p.c.
H'kong & South China Steamship Co., Ltd.	15,000	\$5	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/-	all	8 1/4, sales	
INSURANCE.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$330, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$140, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$358, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 145	
Union Insurance Society, Limited	12,400	\$250	\$100	\$790, sellers	5 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$195, 2/3 div. @	
LANDS AND BUILDINGS.					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$112, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$25	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2	54 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$5	\$44	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 91, buyers	
West Point Building Co., Limited	12,500	\$50	all	\$69, buyers	5 1/2 p.c.
Manitowishippi tot Mijia, Beach-on Landbour exploitation in Langkat	250,000	Gds. 10	all	Tls. 46, buyers	
MINING.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	39/-	
Heavwood Tin and Rubber Estate, Ltd.	822,000	2/-	all	2/6	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$5	
Tromps Mines, Limited	160,000	\$1	all	34/-, sellers	7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10	all	\$10.40	
Philippine Co., Limited	50,000	\$10 1/2	all	\$9.95, sellers	
Pulpes et Papeteries du Tonkin Societe des	75,000	\$10	all	\$5	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$82, buyers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$28	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$3 1/2	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers	7 1/2 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$67 1/2 (1/2) \$7.10s.	3 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25/-	all	103/-	
Shell Transport & Trading Co., Ltd.	2,500,000	\$10	all	\$48 1/2, sellers	
Star Ferry Company, Limited	40,000	\$1	all	\$20	
South China Morning Post, Limited	5,000	\$25	all	\$4 1/2, buyers	
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2, buyers	
Swire and Davis Lines	15,000	\$7	all	\$8 1/2	4 p.c.
Powell, Wm., Limited	90,000	\$10	all	\$8, sellers	
Watson & Co., A. S., Limited	50,000	\$10	all	\$20, sellers	5 1/2 p.c.
Union Waterboat Co., Limited	50,000	\$10	all	\$20, sellers	

Para Rubber in London ... 2/11 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

TO-DAY

8 p.m.—Annual "Old Alleyman" Dinner in the Hongkong Hotel.

FORTHCOMING EVENTS.

Thursday, 14th May—
1.30 a.m.—Hongkong Electric Co., Ltd. Meeting of Shareholders.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

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[494]

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